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EARLIER TELEGRAMS

THE AMERICAN STRIKES.

Washington, Aug. 18.
The conference of the railway executives with the railway
brotherhood has been adjourned to to-morrow without reaching a
definite conclusion.

Philadelphia, Aug. 18.
The conference of the anthracite coalminers and operators has
adjourned until to-morrow. The representatives of both sides
made statements optimistically regarding the outcome.

New York, Aug. 18.
Despatches from Washington state that President Harding
intends to recruit the army to the strength of half a million in the
event of failure of the railway strikers and executives to reach
agreement. It is understood that orders for mobilisation of
reserves are ready in the War Department.

FRANCE'S DEBT TO AMERICA.

Washington, Aug. 17.
No progress has been made in the discussions of the Treasury
officials with M. Parmentier regarding the repayment of the French
debt to America. The latter's invitation to France to send repre-
sentatives to negotiate was framed on the belief that the envoy
would be empowered to state what France was prepared to do to
meet her obligations, whereas M. Parmentier is only able to present
figures which are obtainable from other sources relating to France's
financial position. Several weeks of fruitless conferences resulted.
M. Parmentier has been recalled, promising to return to Washing-
ton at the end of September.

DR. HEDIN'S EXPEDITION TO TIBET.

Stockholm, Aug. 18.
In next year's expedition to Tibet, Dr. Sven Hedin is entering
from the north-east. He proposes to trace the sources of the
Chinese river system, then explore the central ranges of the Tibet
mountains and the connection between the Karakoram range and
the Danda mountains. His investigations will be not only
geographical and topographical but meteorological, zoological and
botanical. Dr. Hedin will first visit the United States to arrange
for the financing of the expedition.

THE DAVIS CUP.

Philadelphia, Aug. 17.
In the Davis Cup contest, Australia versus Spain, Patterson
defeated Count G. mar 6-3, 8-6, 6-4.
Alonso (Spain) defeated O'Hara Wood (Australia), 2-6, 3-6,
6-2, 8-6, 6-1. Both fought desperately. Alonso turned the tide by
his great agility and the force of his drives.

DEATH OF ENVER PASHA.

London, Aug. 18.
The Daily Mail's correspondent at Berlin says it is reported
that Enver Pasha, who has just proclaimed himself Emir of
Turkistan, was killed while leading his troops against the Bol-
sheviki.

GLIDER FLIGHTS.

London, Aug. 18.
As compared with the best glider flight of nearly three minutes
accomplished by a Frenchman at Wednesday's trials in France,
it is reported from Berlin that a German glider has just flown over
eighteen minutes.

MAJOR BLAKE'S ILLNESS.

Calcutta, Aug. 17.
Major Blake's colleagues will continue the flight.

KOWLOON MATTERS.

The Coming Budget.

At present, Committee members of the Kowloon Residents' Association, several interesting matters have come up for consideration and discussion.

With regard to street improvements, committed by the Kowloon and others, on which the Committee had been approached and regarding which a letter had been addressed to the Government pointing out the lack of public latrine accommodation, a letter was received stating that the Government had instructed the Public Health Officer to consider the matter.

The Committee of the playing ground at the Children's Playground in Chatham Road having become dangerous, the Committee approached the Public Works Department, as a result of which the ground has been cleared and the equipment is now safe. The Department has also promised to improve the condition of the ground around the swings.

A lengthy communication has also been addressed to the Government in connection with the Budget for 1923, which is shortly due to come before the Legislative Council for approval. The Com-

mittee has drawn the Government's attention to the following:—
Not for more public conveniences.
The desirability of the better lighting of the public pier.
The need for general improvements in the Children's Playground so that more covered accommodation can be given in sunny or rainy weather.
The lack of public recreation facilities and the desirability of providing more.
The very much felt want of better bathing facilities.

In this last-named connection it has been pointed out to the Government that although Kowloon is bounded on three sides by the harbor there is no opportunity for residents to bathe, except by taking a launch trip. With regard to other improvement schemes, the Committee has expressed the hope that the carrying out of the work including, as that does, the Kowloon Hospital will be as expeditious as possible.

During the period under review a circular letter has been addressed to many Kowloon residents, not already members of the Association, urging them to join. As the result of this circular there has been a gratifying increase in membership.

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THE PACIFIC MAIL CASE.

Evidence of Arrest.

The hearing was concluded at the Magistracy yesterday afternoon of the case in which a Filipino named Filipi Anzueto was charged with being found in the office of the Pacific Mail Steamship Company on the night of the 1st inst. with intent to commit a felony; with assaulting Chinese police-constable Tsang Chuen with intent to resist or prevent lawful apprehension; with possession of an automatic pistol with six cartridges without a permit from the Captain Superintendent of Police and with unlawful possession of an electric torch, a jemmy, four tiles and five fireworks.

Evidence of the arrest of the defendant was given by constable Tsang Chuen, who said that about 11.30 p.m. he heard two blasts of a police whistle whilst standing on duty at the corner of the Queen's Dispensary in Connaught Road Central. Looking westward, from which direction the sound came, he saw a man running towards him along the pavement. He put out both arms, and as he seized the fugitive the latter struck him on the chest just below the left shoulder with what he subsequently found to be a pistol. He seized the man's right wrist and at the same time caught hold of the front of his coat. By the light of a street lamp he saw that his captive was the defendant and that he was holding a pistol in his right hand. The defendant attempted to free himself, but the struggle was futile and he was finally arrested by the witness with the assistance of several other constables who arrived on the scene. The defendant dropped his pistol before Indian police constable Kapoor Singh came up.

The Magistrate, to witness. When the man hit you with the pistol did you hear any noise? I heard a little click.

The Magistrate (Mr. E. W. Hamilton) said that he wanted to find out from the witness whether the defendant pulled the trigger, but he did not think the constable knew it. He did not think the defendant intended to shoot the constable.

Detective Inspector Grant, the prosecuting officer, concurred.

The Magistrate commended the constable on the plucky arrest which he made, saying to Inspector Grant: "I consider he behaved very well."

Inspector Grant: He did exceptionally well.

Trying to Get Credit.
P. C. Kapoor Singh, the next witness called, claimed that it was he who first arrested the defendant as the latter was running towards him. He made the arrest before the last witness arrived. He was then on duty at the Star Ferry wharf.

The Magistrate: Wasn't there a Chinese constable standing there waiting for him? Not before me.

The Magistrate to the Indian interpreter: Tell the witness that he may get five years at the Criminal Sessions for perjury. You say there was no Chinese constable in front of the Queen's Dispensary waiting for the man?

The witness: I didn't see any constable in uniform before I stopped the defendant.

The Magistrate: I put it to you that you ran up when the man was struggling with the constable and you picked up the revolver from the ground. Tell the truth! There was no one struggling with the defendant when I caught him.

After I had stopped the defendant the Chinese constable and several others came up.

The Magistrate: Remember that once I have taken your evidence from the witness-box it will be too late for you to go back. It is my view that you are trying to get the credit of the arrest by saying that you stopped the man first. For the last time I tell you to tell the truth. If you cannot remember clearly you can say so, but you must tell the truth.

The constable persisted in saying that he made the arrest first.

The Magistrate: Did the defendant attempt to use his revolver on you?

Witness: No. Noticed he dropped something and when I picked it up I found that it was a pistol.

When the Chinese constable came up did you let go the defendant?—Yes. I stooped down to pick up the pistol.

Did you interfere with the safety catch on the pistol?—No. I did not examine it at all. I handed it to Inspector Caygill.

After giving his evidence the constable was told by the Magis-

trate that not one word of it was believed.

Bad Witness or Bad Liar.
Chan Pui, a detective, who helped in making the arrest, at first said that it was the Indian constable who first stopped the accused, but after a severe cross-examination by the Magistrate said that that achievement was the Chinese constable's.

During his evidence the Magistrate said to Inspector Grant: This witness is a very bad witness or a bad liar. He is trying hard not to tell what actually happened.

(To the witness) If you don't tell the Court what actually happened I will commit you to prison at once.

Lance Sergeant O'Connor stated that when Constable Tsang Chuen was making his statement he showed him a circular red mark on the right side of his chest, just below the collar bone. He fitted the pistol to the mark and found that it corresponded with the inside of the muzzle of the pistol. Sergeant O'Connor also produced the defendant's statements in answer to the four charges, which read as follows: "I was not there to commit a felony." "I did not assault him nor shoot anybody of my revolver." "Yes. The revolver was mine." "They are not mine."

Other evidence showed that when the pistol was taken into the charge room there was no cartridge in the chamber, but the magazine was loaded. The safety catch was in position.

The defendant was committed to the Sessions for trial, his solicitor, Mr. Leo d'Almeida, reserving his defence.

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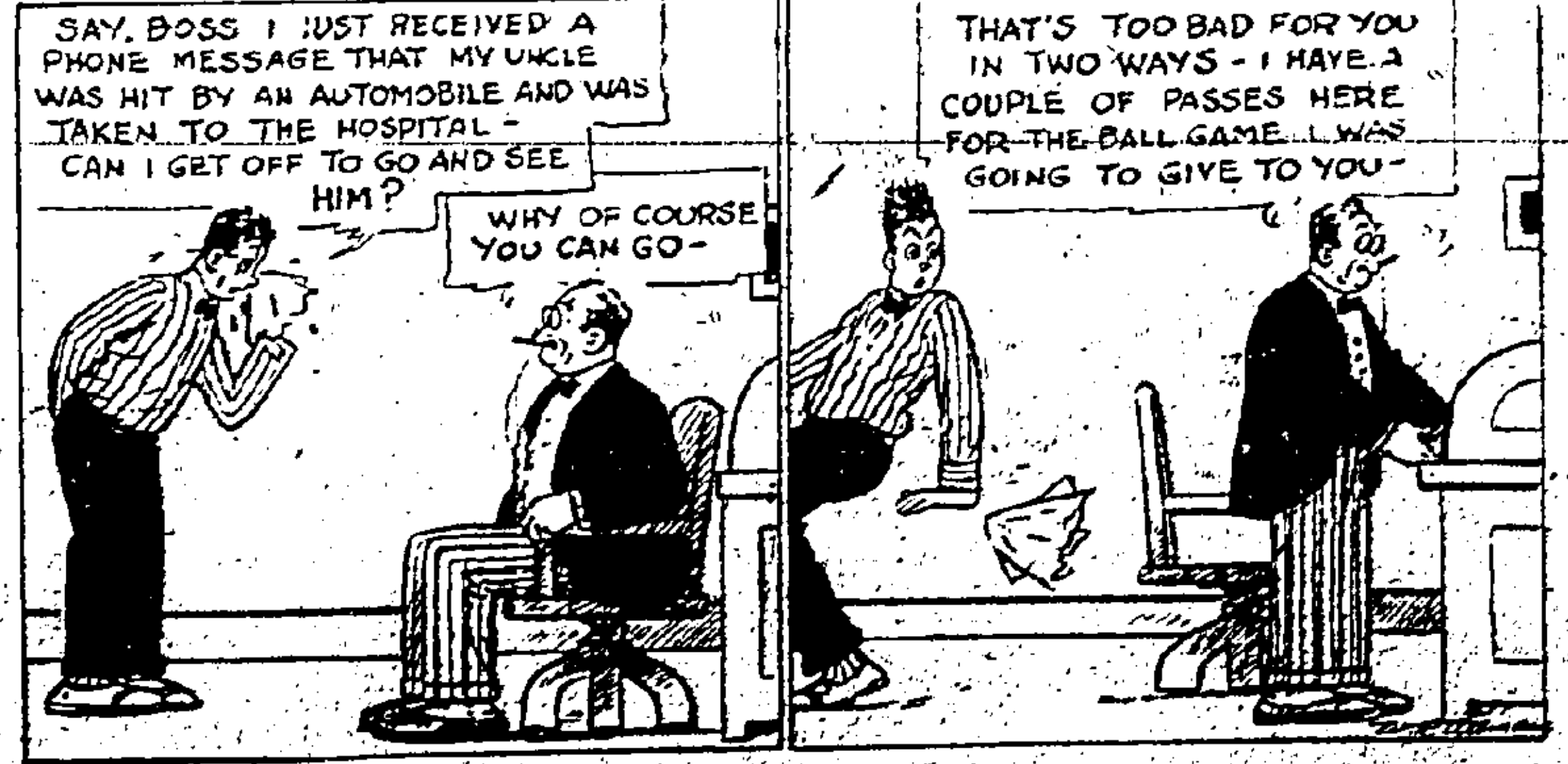
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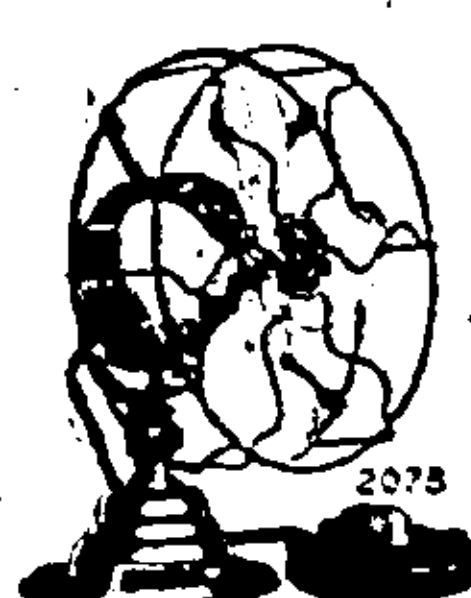


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THE WATER SHORTAGE.

Reason for Partial Restriction.

Previous failures of interviews with representatives of the Government in connection with the water restrictions have apparently not discouraged the leaders of the Chinese community, who, spurred by the complaints which have continually been sent to the Tung Wah Hospital and the Chinese General Chamber of Commerce, have had another interview with the Secretary for Chinese Affairs (the Hon. Mr. E. R. Hallifax) and subsequently with the Colonial Secretary and the Director of the Public Works Department. The Chinese do not appear to have been convinced of the necessity of the present allegedly severe restrictions, especially after recent rains, which have led them to the delusion that there is sufficient water in the reservoirs to justify at least an extension of the hours in which water is available.

Led by the two Chinese members of the Legislative Council (the Hon. Mr. Chow Shou-sun and the Hon. Mr. Ng Hon-tsz) a deputation representing the Chinese Chamber of Commerce and the Tung Wah Hospital was closeted with the Secretary for Chinese Affairs for a considerable time. Mr. Chow Shou-sun said that many letters had been received dealing with the woes of the Chinese in getting their water. In view of the recent rains, which had no doubt raised the level of the reservoirs to an appreciable extent, Mr. Chow Shou-sun asked if it was possible for the Government to restore the normal supply or to supplement the hours of supply.

Government Not Biased. Mr. Hallifax replied that the Government was fully aware of the hardships of the Chinese, but the necessity of conserving the water supply could not be overlooked under existing circumstances. The recent rains being not in any way a sustained character, the benefit to the reservoirs was not very great, there being now only \$92,000,000 gallons available. In winter there was very little rain usually, and this was another reason for restricting the use of water, a full supply of which could not be granted unless the reservoirs had at least 2,000,000,000 gallons.

Mr. Ho Kwong said that if the Government had the interest of the poor classes at heart and if there was a real shortage, why were the restrictions not imposed on places which have meters, to conserve the general supply so that the Government could increase the hours in the rider main districts? This seemed to be an equitable course the Government should adopt.

Mr. Hallifax said that this course had engaged the attention of the authorities after the institution of the restrictions, but it was found to be impracticable because, unlike the rider mains which could be shut off, the "main pipe" from which water was run into houses with meters, could not be so treated for fear that it might burst. Besides, the shutting off of the "main pipe" would be extremely dangerous in the event of an emergency like a fire, as all fire hydrants were connected with it. The S.C.A. impressed on the deputation that the Government had no prejudice against the Chinese, as was shown by the fact that the number of Chinese using water meters was four times as great as that of Europeans.

Mr. Ho Kwong said that he was not suggesting that the Government was biased, but the hardships of the poor classes caused by the restrictions were such that the authorities should help them, especially the Secretary for Chinese Affairs, whose duty to the Chinese was likened to that of a parent.

The suggestion was made by Mr. M. K. Lo that the time when water was turned on to Chinese houses be extended by two more hours instead of opening street fountains. It seemed that there was little difference between the two measures in respect of their effects on the water supply.

Standardisation of Water Vessels.

According to experts' advice, said Mr. Hallifax, it was impossible to increase the hours even to three. It might seem incredible, but if the deputation accompanied him to see the Colonial Secretary and the Director of the P.W.D. they would receive a satisfactory explanation.

Mr. Chan Hare voiced a complaint against the injustice done by people of the unrefined type who almost appropriated street taps to their sole use, employing such big receptacles as barrels. Mr. Chan said that men with strength had an advantage in a water queue. The difficulty of getting water encouraged water carriers to exact high prices and many people had found water carrying a more lucrative occupation than ordinary coolie drudgery. In some cases servants had to wait for half a day without getting a pail of water.

The S.C.A. said he would consider the complaint. In future the police would standardise water-carrying receptacles and would only allow kerosene tins. Anything larger than kerosene tins would not be tolerated.

An interview with the Director of Public Works and the Colonial Secretary followed, but the result promised no further alteration in the existing conditions.

WHAT IS A BROKER?

Interesting Legal Arguments

What is the definition of a broker? The question arose during the course of the further hearing of the Original Jurisdiction action between the Bank of Canton and the British Chinese Trading Company, relating to a number of exchange contracts, and the most acceptable suggestion came from Mr. F. C. Jenkin, the counsel for the plaintiff, who described him as a communicating channel.

Mr. F. C. Jenkin continued his address in reply to the submission made by Mr. Alabaster on Thursday that the defendant company had no case to answer. Dealing with that portion of the case which concerned the "holding out" of a manager as having reasonable authority to put through exchange contracts, Mr. Jenkin said it was evident from the exchange contract book that every exchange contract put through for the defendant firm was done by a broker, and it was therefore obvious that the proprietor of the firm knew that this class of business was put through according to the usages of the Hongkong Exchange market, that the broker was acting as an intermediary between the firm and the bank and that according to that usage there would be no document that would have to be signed by the principal on either side. The firm had never indicated to the broker any limitation in the authority of Xavier and the result was that Xavier was in ostensible authority to give instructions to brokers incidental to the business he was managing. Mr. Jenkin said that a broker on leaving the firm's premises after an order had been given was the firm's agent; but after he had left the bank he was the bank's agent.

Brokers Not Agents.

He returned to the firm as the bank's agent and indicated the rate at which the bank would do business. The firm accepted the rate, and the broker, as the mutual agent of both parties, concluded the contract. Mr. Jenkin submitted that the letter written by Mr. Chin Tin-cho on the 7th February—a document the defendant regarded as of vital importance—could not, in the light of the evidence as to the usual method of operating on the Stock Exchange, be considered as referable to exchange contracts; and in view of the fact that it had been negatived by the plaintiff in allowing his agent to arrange contracts subsequently. It had been claimed that the letter was a notice to the Bank of the withdrawal of authority, but it was incumbent on the defendant as the writer of the letter to satisfy the Judge that he intended it as such and that the Bank could not be misled as to its real intention.

Mr. Potter, replying on behalf of the defendant firm, said that if the Judge accepted the contention of the other side Xavier admittedly could not sign a piece of paper for \$101 but could arrange an exchange contract for a million dollars. If Xavier had no authority to sign on behalf of the firm, how could he give authority to the broker to sign? "I think the brokers of this Colony," Mr. Potter continued, "will very much regret having given evidence in this case if your Lordship finds, as Mr. Jenkin has suggested, that they are agents. That is the last thing that they will admit." He put it most emphatically that on the evidence before the Court an exchange broker in Hongkong was not an agent in law for either party.

The Puisse Judge: At any stage?

Mr. Potter: At any stage.

Mr. Potter's Negative Description.

The Judge asked whether a broker could not be regarded as an agent if he signed a document. Mr. Potter: No, my Lord. I shall show you that an exchange contract is good in law without any signature at all. It does not require a signature. The broker does, as a matter of course, sign; but in law there is not the slightest necessity for a signature at all.

The Puisse Judge: He is not a contracting agent but merely a recording agent.

Mr. Potter: Exactly. I have no doubt these gentlemen perform a most useful and important function in this Colony. They keep in touch with the exchange market and so forth. I do not venture to describe them by any particular words, but I give them this negative description and I think they will all agree with me—that they are not agents for the bank in the sense that Mr. Jenkin would ask you to find that they are, nor agents for the customer either. For this reason their position is, on the evidence, that they merely communicate an offer to sell gold dollars, as in this case to the Bank of Canton, which the bank may or may not accept.

Mr. Potter went on to say that it had been given in evidence that the brokers were not concerned in any way at all to protect either of their principals. It was a matter for the bank entirely as to whether it would make a contract with the firm. How could it be said, Mr. Potter asked, that a man who acted in that capacity was an agent? He was simply a person who did nothing more than communicate to one party the fact that another party was ready and willing to sell a certain thing or to buy a certain thing, and it was his duty, if the bank said "yes," to go back and inform the customer. No liability was imposed on the broker. The broker could not possibly be described as an agent. Mr. Potter thought it was up to his Lordship to "devise a proper definition of an exchange broker in Hongkong." All he (Mr. Potter) could say was that they were not agents in law.

Mr. Jenkin: I do not suggest that they are.

Surprised! Mr. Potter: I am surprised! Frankly I think my friend's admission will put him entirely out of Court on this point.

The Puisse Judge pointed out that during the course of his argument Mr. Jenkin had described the brokers as agents.

Mr. Jenkin replied that like his friend he had some difficulty in properly describing the profession which was carried on by these gentlemen. He believed that in one part of his speech he called them runners. He did not mean to suggest, in using the term agents, that they were liable.

Replying to the Puisse Judge, Mr. Jenkin said: I merely meant to say that they were conduit pipes or communicating channels solely.

Mr. Potter: Once it is conceded that brokers are not agents in law there is no duty on them to communicate anything. It is not part of the broker's duty to communicate to the bank that a certain person has authority. Therefore the net result of it all comes to this: How can you say, to quote the language of the plea, that "these exchange contracts were made on the faith of this representation?" Once you knock out the agency, where is the representation?

The Puisse Judge adjourned the case sine die. He said that if he desired to hear the evidence for the defence he would not give any lengthy reasons, but if he decided in favour of the defendant on the submission made, he would state them fully in his judgment.

CHINESE AFFAIRS.

Peking, August 18.—Lu Hsin, Minister of Commerce, returned to Peking unexpectedly on Aug. 15th and assumed office yesterday.

The Government has reappointed Hu Wei-teh, Liu Hsin-hsin and Van Der Huvel as representatives on the permanent Arbitration Court at the Hague.

Sun Tan-lin, Vice Minister of the Interior, has recommended the appointment of the acting Civil Governor of Kansu, but approval is unexpected owing to Mohammedan opposition. Reuter.

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Dr. W.W. Yen has been appointed chairman of the National Commission for the Study of Financial Problems, a post vacated by Dr. Wellington Koo, who succeeds Dr. Yen as Minister of Foreign Affairs.

NOT OUT AT 92.

At the age of 92 Mr. G. White, of Purbrook, near Portsmouth,

who played cricket for the village 70 years ago, took his bat to the wicket for the first over of a match last month at the opening of a new cricket ground.

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NOTICE IS HEREBY GIVEN that an EXTRAORDINARY MEETING of the Society will be held at the Head Office of the Society, Nos. 3 and 4 Queen's Buildings, Hongkong, on Tuesday, the Fifth day of September 1922, at Noon, for the purpose of receiving a report of the proceedings at the Meeting held on the 18th day of August 1922, and of confirming if thought fit the following Resolution as a Special Resolution:—

"That the new Articles already approved by the Meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby adopted as the Articles of the Society to the exclusion of and in substitution for all the existing Articles thereof."

Dated this 19th day of Aug., 1922.
By Order of the Board,
C. MONTAGUE EDE,
General Manager.

BRITISH TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Company will be held at the Head Office of the Company, Nos. 3 and 4 Queen's Buildings, Hongkong, on Tuesday, the Fifth day of September 1922, at Noon, for the purpose of receiving a report of the proceedings at the Meeting held on the 18th day of August 1922, and of confirming if thought fit the following Resolution as a Special Resolution:—

"That the new Articles already approved by the Meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof."

Dated this 19th day of Aug., 1922.
By Order of the Board,
C. MONTAGUE EDE,
General Manager.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Company will be held at the Head Office of the Company, Nos. 3 and 4 Queen's Buildings, Hongkong, on Tuesday, the Fifth day of September 1922, at Noon, for the purpose of receiving a report of the proceedings at the Meeting held on the 18th day of August 1922, and of confirming if thought fit the following Resolution as a Special Resolution:—

"That the new Articles already approved by the Meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof."

Dated this 19th day of Aug., 1922.
By Order of the Board,
C. MONTAGUE EDE,
General Manager.

NOTICE.

The cost of living is still about twice pre-war. Therefore your pre-war policy gives your family only half protection. May we quote plans and rates to supply the other half?

The Sun Life Assurance Co. of Canada.
15 Queen's Road Central, Hongkong.
F. M. Walker,
Manager.

HONGKONG FOOTBALL LEAGUE.

THE Annual General Meeting will take place at 5.30 p.m. on Monday, 28th August at Victoria Barracks immediately before the Association Meeting.

J. RODGER,
Hon. Secretary.

HONGKONG FOOTBALL ASSOCIATION.

THE Ninth Annual General Meeting will take place at 6.00 p.m. on Monday, August 28th at Victoria Barracks.

J. RODGER,
Hon. Secretary.

THE COMPANIES ORDINANCES 1911-1921.

IN THE MATTER OF THE YING WAH CO. LTD.

PURSUANT to section 181 of the Companies Ordinance 1911 Notice is hereby given that a meeting of the Creditors of the above named Company will be held at 18 Cannasight Road on the 2nd day of September 1922 at 3 o'clock in the afternoon for the purposes in that section prescribed.

Dated this 5th day of August 1922.

(Signed) CHEUNG TIN SAN,
YING HON YUE,
Liquidators.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Monday, the 21st. Aug., 1922, commencing at 11 a.m.

at the premises of the Watkins Ice Factory No. 1 Sun Chun Street, Mongkok.

The Plant of the above mentioned factory comprising all the machinery, tools, etc., etc.

(to be put up in one lot)
Terms Cash on delivery.
Inspection orders may be had on application to

LAMBERT BROS.,
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 25th Aug., 1922 at 12 o'clock (noon)

at their Sales Rooms, Duddell Street.

The Twin Screw Tunnel Stern Motor Launch "Enrica" (built of steel)

Length overall 56' 0"
Breadth moulded 11' 6"
Depth do 3' 6"
Draft 18' to 19'

D.W. capacity on above draft 3 tons
Speed 8 knots
Engines—Twin set "Kelvin"
Motors each 30 H.P.

Installed with Electric light.
On view at Cheong Lee's yard (haukiwan)

For further particulars and inspection orders apply to

LAMBERT BROS.,
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 25th. Aug., 1922 at 12 o'clock (noon)

at their Sales Rooms, Duddell Street.

The Motorboat "Keikong" (built of teak)
Length overall 29' 3/10"
Breadth 7' 5/10"
Draft (approx) 18"

Engine Kelvin Farraday Motor
On view off Ah King's Slipway (Causeway Bay)

For further particulars and inspection orders apply to

Lamert Bros.
Auctioneers.

NOTICE TO CONSIGNEES.

STRUTHERS & BARRY.

From SAN FRANCISCO & LOS ANGELES via JAPAN PORTS & SHANGHAI

The Steamship "BEARPORT" having arrived from the above mentioned ports on Saturday, Aug. 19th, 1922, consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned or Delivery Orders issued.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 9 a.m. on Thursday, Aug. 24th, 1922, by Messrs. Anderson & Asha, Surveyors.

All claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns and cargo undelivered after Aug. 25th, 1922, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading in exchange for Delivery Orders immediately.

SIRUTHERS & BARRY,
Agents,
U.S.S.B. Emergency Fleet Corp.,
Hongkong, Aug. 19th, 1922.

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

The Steamship "SURUGA" having arrived from New York via ports, on the 19th, inst. consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., at Kowloon and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on 25th inst. by the Company's Surveyors, Messrs. Anderson and Asha.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after 25th inst. will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC STEAMSHIP CO.,
BARRER STEAMSHIP LINES, INC.
Managing Agents,
THE ADMIRAL LINE,
4, Des Voeux Road,
Hongkong, Aug. 19th, 1922.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LTD.

CHINA MUTUAL STEAM NAVIGATION CO. LTD.

Consignees per Company's Steamer "HECTOR" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 18th August.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 25th Aug., will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 8th September, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents,
Hongkong, 19th. Aug., 1922.

THE FAVORITE INVENTION OF THOMAS A. EDISON

"THE PHONOGRAPH WITH A SOUL" IS HERE.

THE EDISON MUSIC STORE
1ST FLOOR, POWELL'S BUILDING.

NOTICE.

THE Wedding of Mr. H.P. Lamarsch and Miss. L. Brown, owing to the late arrival of the S.S. Empress of Australia, has been postponed to Tuesday, August, 22nd, at 3.30 p.m. at the Peak Church.

NOTICE.

FROM this date, Messrs. Wal Hing & Co. will not hold themselves responsible for any contract made in their name unless it be signed by their Manager and countersigned by Mr. Forth for their proprietors.

WAH HING & CO.
J. B. HUGHES,
Manager.

ST. STEPHEN'S COLLEGE.

CORNER of Bonham Road and Western Street, Hongkong.—Examination for New Boys, Saturday, Sept. 9th, at 9.30 a.m. School begins September 11th. For Prospectus for Boarders and day boys apply The Ward, St. Stephen's College, Hongkong.

THE COWIE HARBOUR COAL COMPANY LIMITED.

SILIMPON COAL.

THE undersigned are prepared to quote prices for best quality freshly mined SILIMPON COAL, trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo) or to contract for regular Bunker Supplies for 6 or 12 months at favourable rates.

Steamers calling at SEBATTIK or SANDAKAN exclusively for Bunkers are exempt from payment of ordinary Port Charges. The minimum draft of water alongside the Company's Wharf at Sebatik is 24 feet at low water spring tides. Charts of Cowie Bay (Sebatik Harbour) and any required information concerning the port can be had on application to

BRADLEY & CO. LTD.
Agents,
THE COWIE HARBOUR COAL CO. LTD.

J. B. LAY.

THE ABLE INDIAN PHYSICIAN FROM SINGAPORE.

to receive anyone who wishes to consult him on the following diseases:—Cough, Croup, Hoarseness, Bronchitis, Asthma, Whooping Cough, Sore Throat, Measles, Rubella, etc., etc.

GUARANTEES TO CURE the above diseases in less than TWO MINUTES.

A reward of \$1000 (one thousand), will be paid to any Doctor who is able to cure the above mentioned diseases within 2 minutes.

Anyone making use of my medicine either by removing my label or substituting his own will not be entitled to the reward.

The medicine is my own preparation. I can cure all kinds of Eye Diseases as well as other ailments and guarantee to cure radically.

Consulting charges \$3.00
Breathing Fee 5.00
Consulting hours 9 a.m. to 12 Noon,
5 p.m. to 4 p.m.

J. B. LAY,
60 KING EDWARD HOTEL,
Room No. 49.

PUBLISHED ANNUALLY

THE LONDON DIRECTORY

with Provincial & Foreign Sections.

enables traders to communicate direct with MANUFACTURERS & DEALERS in London and in the Provincial Towns and Industrial centres of the United Kingdom and the Continent of Europe. The same, addresses and other details are classified under more than 2,000 trade headings, including:

EXPO & MERCHANTS with a full list of the Goods shipped and the Colonial and Foreign Markets supplied.

STEAMSHIP LINES arranged under the Ports to which they sail, and indicating the approximate sailings.

One-half BUSINESS (LARGE) of Firms desiring to extend their connections, or Trade Cards of DEALERS SEEKING AGENCIES can be printed at a cost of 30 shillings for each trade including under which they are inserted. Large advertisements from £2 to £10.

A copy of the directory will be sent by parcel post for 40 shillings, and each with order.

THE LONDON DIRECTORY CO. LTD.,
25, Abchurch Lane, London, E.C.4, England.

BUSINESS ESTABLISHED 118 YEARS.



"It was the custom of the early Virginia planters to thrust a pole through the hoghead of tobacco and, tightly packed, thus transport it to the market."
—Notes of a Planter.

Rolling Tobacco to Market in Old Virginia

It is a far cry from the rolling hogheads to the modern railroads and steamships which today carry Virginia tobacco into the markets of the world. And science has helped in other ways in the handling of Virginia tobacco.

But science cannot improve the golden sunshine and the rich soil of old Virginia. They give an appetizing freshness and "lively" flavour which can be found in no other tobacco.

Smoke Virginia tobacco at its best in Old Mill Cigarettes.

LEGGETT & MYERS TOBACCO CO., U.S.A.
Manufacturers



Also obtainable in vacuum sealed tins of 50 cigarettes.

OLD MILL
CIGARETTES

NOTICE.

THE ROYAL HONGKONG GOLF CLUB.

FANLING.

ALL unclaimed bags of Golf Clubs have now been removed from the Club Master's House to store-room.

Any information regarding same can be had from the Superintendent.

By Order
PERCY SMITH, SETH & FLEMING,
Secretaries & Treasurers.

TO-DAY'S MISCELLANY.

Sentences which read alike both forwards and backwards have even found ecclesiastical sanction on occasions. At one time a favourite inscription for a font was the Greek equivalent of the text, "Wash my guilt and not my face only." To test its reversibility, compare this with the original, remembering that "pa" in it is one letter.

"Nippon" anomama me monan however, started nearly 800 miles nearer the Pole than a munition proposes and upon the opposite side. Even with a powerful modern aeroplane the 2,000-mile course from Alaska to Greenland is a perilous adventure indeed in terms of the neighbouring buildings—e.g., "It's three times the height of those shops." This is not nearly so accurate as the measurements taken by Teller's first few speeches. Lord Balfour should find that success in the Mair's. It may be remembered that the old gentleman's hobby triumph in the Lords, his case will be measuring the principal

monuments of Europe with his umbrella. For example, he would gravely inform his friends that the height of a certain statue was 120 umbrellas, three handles, and two ferrules!

Though 1,053 seems rather a large number of aliens to be admitted to British nationality in a year, as there were in 1921, more than half of them had earned the privilege by service in his Majesty's Forces. In place of origin they range from 413 Russian to one each from Jugo-Slavia, Latvia, Monaco and Syria. There are two intriguing classifications on the list, "uncertain nationality" and "no nationality." A person may be doubtful about the place of his birth, but if he isn't, surely he must have some nationality, unless, indeed, that particular nation has gone out of business!

Captain Amundsen appears to be timing his proposed flight across the North Pole very close to that selected by the ill-fated Arctic balloon expedition, which started off twenty-five years ago. It is a terribly perilous period when light and relative warmth are near their maximum for the year. And a "Nippon" anomama me monan however, started nearly 800 miles nearer the Pole than a munition proposes and upon the opposite side. Even with a powerful modern aeroplane the 2,000-mile course from Alaska to Greenland is a perilous adventure indeed in terms of the neighbouring buildings—e.g., "It's three times the height of those shops." This is not nearly so accurate as the measurements taken by Teller's first few speeches. Lord Balfour should find that success in the Mair's. It may be remembered that the old gentleman's hobby triumph in the Lords, his case will be measuring the principal

Manchester Guardian. The classic instance of failure is Pitt, whose peerage was unpopular from the first, and who never succeeded in impressing the House of Lords. According to Macaulay, "ceasing to be loved at home, he ceased to be feared abroad. The name of Pitt had been a charmed name. Our envoys tried in vain to conjure with the name of Chatham." Macaulay himself, after his elevation to the Upper House, gradually degenerated into one of the sights of London. There is a warning of the perils of the peerage to men of established fame in the story of the lady who was showing her little girl round the Zoo, when she became aware that the ennobled historian was standing close beside her. "Never mind the hippopotamus, my dear," she exclaimed, "here's Lord Macaulay." Another striking case on record is that of Robert Lowe. When Lord Sherbrooke died in 1892 the event passed without notice, as the name was unknown to the general public. Yet in the late sixties, "Bobby" Lowe's reputation had stood as high as that of any statesman in England, and it was a question in dispute among connoisseurs of oratory whether he had not at times outshone Mr. Gladstone in debate.

YOUR date to-night
and the week-end is
with Ruby in
"LUXURY?"
STAR THEATRE.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICE.

LONDON SERVICE (Direct)

MENTOR 21st Aug. London, Amsterdam & Antwerp
THESBUS 4th Sept. London, Rotterdam & Antwerp
RHESUS 11th Sept. London, Rotterdam & Hamburg
TEIRESIAS 25th Sept. London, Amsterdam & Antwerp

LIVERPOOL SERVICE (Direct or via Continental Ports)

NINGCHOW 4th Sept. Genoa, Marseilles, Liverpool & Glasgow
HECTOR 21st Sept. Liverpool & Glasgow
KT. TEMPLAR 2nd Oct. Marseilles, Havre & Liverpool

PACIFIC SERVICE (via Kobe and Yokohama)

IXION 29th Aug. Victoria, Seattle & Vancouver
TALTHYBIUS 19th Sept. Victoria, Seattle & Vancouver

NEW YORK SERVICE (via Suez or Panama)

TITAN 5th Sept. via Suez
PELEUS 5th Oct. via Suez

PASSENGER SERVICE

TEIRESIAS 19th Aug. for Shanghai & Japan
MENTOR 21st Aug. for Singapore & London
TEIRESIAS 25th Sept. for Singapore & London

For Freight and Passage Rates and all Information Apply to—

BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.)
AGENTS.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

The Steamship "PRESIDENT JEFFERSON" having arrived from Seattle, Wash., via ports, on 13th instant consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns—of The Hongkong & Kowloon Wharf & Godown Co., at Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns, where it will be examined at 10 a.m. on 19th inst., by the Company's Surveyors, Messrs. Carmichael & Clarke.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the Godowns, and cargo undelivered on and after August 21st will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC STEAMSHIP CO.
United States Shipping Board
Emergency Fleet Corporation,
Managing Agents.

THE ADMIRAL LINE.
No. 4, Des Voeux Road, Hongkong & Shanghai Bank Bldg.
Hongkong, 16th August, 1922.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO. LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO. LTD.

Consignees per Co's. Steamer "TEIRESIAS"

are hereby notified that the Cargo will be discharged into the Godowns, where it will be examined at 10 a.m. on 19th inst., by the Company's Surveyors, Messrs. Carmichael & Clarke.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 24th August, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 7th September, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 17th August, 1922.

FOR HAIPHONG AND HOIHOW.

Calls for Haiphong and Hoihow every alternate Tuesday.
The favourable passage per steamer "HAI-MU" (Capt. Charles E. Page).
Apply Theos. Cook and Sons or Ho King Tai, 114, Wing Lok Street.

CONSIGNEES.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

FROM EUROPE & STRAITS.
The Company's Steamship "TOYOHASHI MARU"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, Today.

Goods not cleared by the 25th August, 1922, will be subject to rent.

Damaged packages must be left in the godowns for examination by the consignees and the Co's representatives at an appointed hour on Tuesday and Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA,
Agents.
Hongkong, 18th August, 1922.

NOTICE TO CONSIGNEES.

COMPAGNIE DES
MESSAGERIES MARITIMES.

S. S. "AMAZONE"

Consignees of Cargo from Marseilles in connection with the above Steamer are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Hazardous and/or Extra Hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon to-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 24th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 27th inst., or they will not be recognised.

All damaged packages will be examined by Messrs. Goddard & Douglas, on Thursday the 24th inst., at 10 a.m.

No Fire Insurance has been effected.

A. JOHARD,
Actg. Agent.
Hongkong, 18th Aug., 1922.

RULE OF THE ROAD.

"I am not aware of any necessity for changing the present rule of the road for vehicles which is laid down by statute, and I do not propose to take any steps in the matter, said the Home Secretary, in reply to Lieut. Colonel Archer Shee, in the House of Commons. Replying to another question by Lieut. Colonel Archer Shee, who asked by whose authority the Safety First Council had placarded London with orders to pedestrians to keep to the left, Mr. Shortt said he had no information on the point. There were no rules; these were the entirely voluntary efforts of individuals, he pointed out.

SHIPBUILDERS.
SHIP REPAIRERS.
BOILER MAKERS.
FORGE MASTERS.
OXY-ACETYLENE AND
ELECTRIC WELDERS.
MECHANICAL AND
ELECTRICAL
ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.

—DRY DOCK—

LENGTH 787 FEET.

LENGTH ON BLOCKS 750 FEET

DEPTH ON CENTRE OF

SILL "H.W.O.S.T." 34 FT. 6 INS.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADIUS.

TEL. ADDRESS—"TAIKOODOCK" HONGKONG.

TELEPHONE NO. 22

CALL FLAG "C" OVER "AYS PENNANT"

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.)

AGENTS.

CONSIGNEES.

NOTICE TO CONSIGNEES.

The Steamship "TRACIA"

From TRIESTE, VENICE, BRINDISI, PORT SAID, MASSANA, ADEN, COLOMBO, PENANG AND SINGAPORE.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 17th inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 2nd prox. or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.
Agents.

JAPANESE ECONOMIC LEAGUE.

Resolutions Adopted.

The Japanese Economic League held its inaugural meeting at the Bankers' Club in Tokyo this month. The promoters of the League include Mr. Inouye, Governor of the Bank of Japan, Mr. Ikeda, President of the One Hundredth Bank, Dr. Dan, of the Mitsu firm, Mr. Fujiyama, Chairman of the Tokyo Chamber of Commerce, and other prominent business men.

The object of the League is to discuss and establish the economic and industrial policy of the country so that the foundations of commerce and industries shall have a sound basis. The need of such an organ is recognized in all countries, the promoters explain, as may be seen from the establishment of

the International Chamber of Commerce, participated in by seventeen countries, the first meeting of which was held in London last year. The establishment of the League should be regarded as a preliminary to Japan's participation in the International Chamber of Commerce.

Among the resolutions adopted by the League at the inaugural meeting were:

That the surplus accruing from naval and army disarmament and from administrative retrenchment should be applied to lightening the

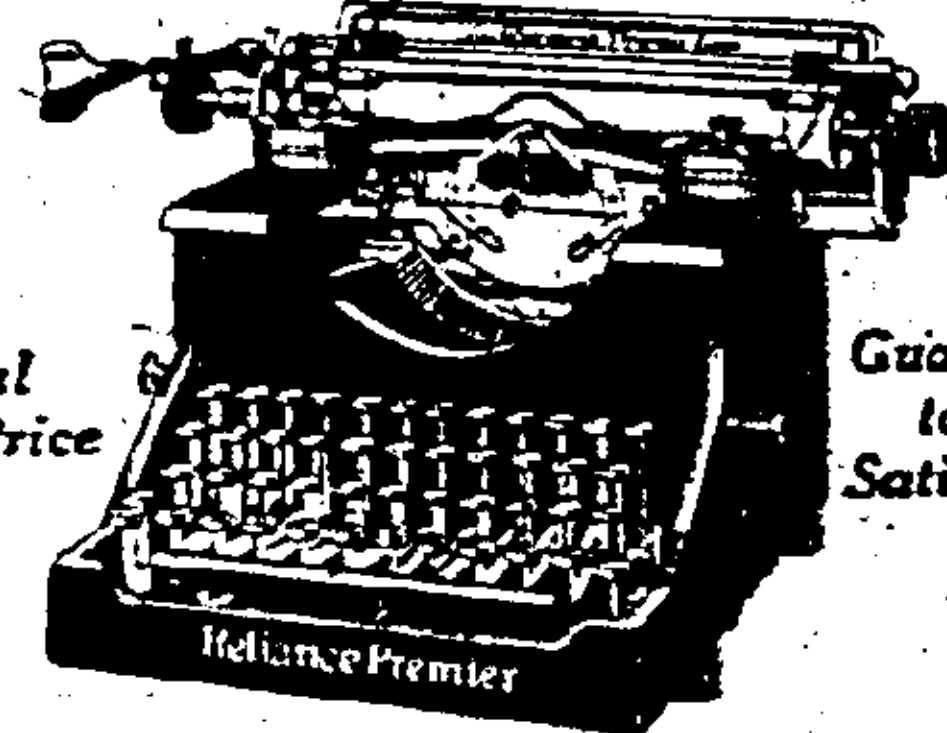
nation's burdens in taxes and in other respects.

That thrifty habits should be encouraged among the people so that the regulation of prices may be facilitated.

That investigations should be carried out with the object of rectifying any irregularities that exist in the system of taxation, national estimates, and other aspects of national finance.

The Best Family Investment
THE VICTROLA
It gives joy to all
MOUTRIES—Exclusive Distributors.

Montgomery Ward & Co.
CHICAGO, U. S. A.



Special
Sale Price
\$115
Mex.

Guaranteed
to give
Satisfaction

Our RELIANCE PREMIER is the equal of any typewriter selling for double the price.

This Reliance Premier is a regular standard typewriter, very similar to high grade machines in use in business offices the world over. But no other typewriter embodies all the improvements to be found on the Reliance Premier. It is a single shift, standard keyboard business model. The Reliance Premier is now universally used in offices, schools, hospitals, colleges and homes throughout the world. When you buy a Reliance Premier you pay only for the machine value and not for a name made high priced by expensive advertising.

We have a limited stock of these typewriters in Shanghai. Take advantage of this special value by sending your order without delay to:

MONTGOMERY WARD & CO.

National Y. M. C. A. Building 20 Museum Road, SHANGHAI

Have you obtained your copy of our FIFTIETH ANNIVERSARY CATALOGUE? It describes a complete line of general merchandise—everything for your personal wear and use, and for the home. This big book will be sent free upon request by our Shanghai office.

"FRECKLES AND HIS FRIENDS"

Tag Speaks from Experience

BY BLOSSER



DEWAR'S

"WHITE LABEL"

SCOTCH WHISKY

of world-wide reputation for quality, character and fine flavour.

Agents,
A. S. WATSON & Co. Ltd.
WINE & SPIRIT MERCHANTS
Established 81 Years.



"How the Old Folks did enjoy it!"

FOR many a happy hour will the old folks sit and listen to the new Victrola, as it sings for them once again the tender and affecting songs of other days. The young folks will love it too—for it will awaken and stimulate them with all that is best in the music of today and tomorrow.

S. MOUTRIE CO. LTD.
Exclusive Agents.

NEW SEASON'S SPORTS GOODS.

FORGAN'S

GIBSON'S

DRIVERS.

SPALDING'S

CANN TAYLOR'S

SPORTS DEPT.

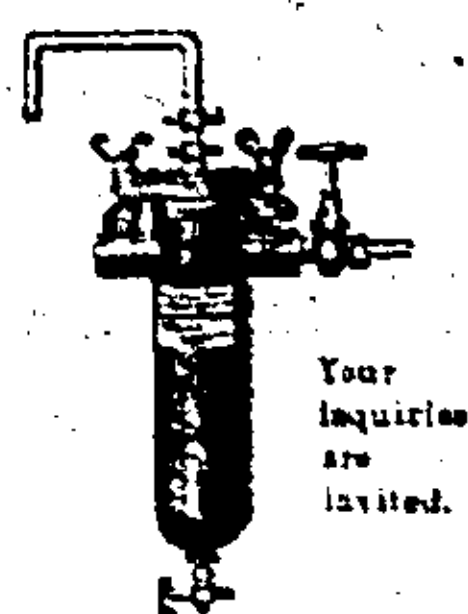
LANE, CRAWFORD, LTD.

SODA FOUNTAIN
AT
CAFE WISEMAN.
SUNDAES, PUNCHES
ICE CREAM SODAS

ALL FLAVOURS.
BEST SERVICE, HIGH QUALITY, LOW PRICES.

LANE, CRAWFORD, LTD.

BROWNLOW FILTERS



STERILISE WATER.

MUSTARD AND CO.

14, Connaught Road, Central.

Tel. No. 1186.

The Telegraph.

HONGKONG, 19th August, 1922.

THE SHANGHAI STRIKE.

With the capitulation of the China Merchants' S. N. Co., the Chinese Seamen's Union—an outgrowth of the Hongkong Seamen's Union—may be said to have carried the day in the Shanghai shipping strike. Some dozen companies, all Chinese, were involved. One or two quickly made terms, possibly thinking to recoup themselves at the expense of idle rivals; and some others followed suit. Competition for freights is keen, but with much of the Chinese-owned tonnage laid up, the companies which agreed to their crew's terms secured an abundance of cargoes. As it turns out, this monopoly is likely to be short-lived. The largest of the companies, the China Merchants' S. N. Co., was opposed to any sort of communication with the Union, though the company expressed willingness to treat with their employees. Thrice the Union addressed the Company, but the communications were ignored. Through other channels the Company declared that it was ready to tie-up its vessels, as low freights and increased running costs rendered it difficult to avoid a loss. On Wednesday, however, this company also agreed to the new scale of pay. Another company to show strong opposition was the San Peh Co., which, it will be remembered, was recently involved in legal proceedings respecting the rates of officers' pay awarded under the China Coast Guild arbitration. Presumably the San Peh Co. will have no option now but to fall into line, if it has not already done so.

The main point of the strike was the adoption of the scale of advances agreed to on the settlement of the strike in this Colony. No index figures as to costs of living are available for Hongkong, so an exact comparison with Shanghai is impracticable, but from what we hear, costs have increased at the Yangtze port as well as in Hongkong, especially in rice and other matters that weigh heavily upon the Chinese worker. As the advance was deemed to be justified here, the inference is that it is also justified at Shanghai, where it had already been conceded by the British lines. The China Merchants' S. N. Co. made a point that it gave a 5% increase

last year, and, as the advance is calculated upon the existing rates of pay, we have a recurrence of the anomaly that the best payers (particularly the foreign lines) are penalised for their generosity. Perhaps these matters will right themselves with time; the modern-style Chinese mercantile marine is a young concern.

It is well to see that the companies refused to accept the Union's dictation regarding the right of dismissal. The fourth of the Union's five demands read: "That no member of the Union be discharged from a ship owned by the signatory company without the permission of the Union, which would examine the case on its merits." This was compromised by giving the company full power to discharge, subject to an obligation to review the case if examination showed injustice. In regard to back-pay also, there appears to have been a compromise, the men demanding that the enhanced rate be retrospective as from the start of the year, but apparently agreeing to July 1 as the date. In relation to recognising the Union, as the China Merchants' S. N. Co. has evidently now done, it is a little late to take up a non-recognition stand. The essential condition is that the Union shall conduct negotiations in an orderly manner, and this it appears to have done. The strike did not last long enough to test this last question thoroughly, and one of the Union's letters contained a veiled threat, which may to some extent be explained by the action of the recipients in ignoring previous communications. Apart from this incident, the Union, by the reports that have reached here, acted up to its declared purpose when the Shanghai branch was started of facilitating the settlement of disputes.

The Truth At Last.

Whilst we shall always exercise the right to criticise officialdom when circumstances warrant, we believe in being fair even to the Government. That is why we were at pains yesterday to emphasise the point that there were others besides the Government who had a hand in drawing up the Registration of Persons Bill. We now know definitely who was responsible for the measure, and the facts disclosed rather take the wind out of the sails of those who have been insistently hammering away at the point that this was the very type of measure to be expected from our so-called autocratic officials. "Officialdom gone mad" was how one of the commentators referred to the Bill. Then there was the chief champion of our Constitutional Reformers, "Roderick Random," pointing out for our special benefit that this was a piece of legislation such as bureaucratic experts delighted in. Already, however, there is a realisation in some quarters that the wrong party has been blamed. That much is evident from the *China Mail's* statement that "it was not, as we surmised, a purely official proposal," and the admission (which we shall take pains to keep in mind) that "it is impossible to accuse them (the officials) of bureaucratic obstinacy or indifference to popular feeling." We applaud the admission because we believe it to be true. And we congratulate our contemporary on at last being converted to the view that the Government does pay regard to what the public thinks.

Save Us from Officials!

We think we have succeeded in establishing the point that the much-discussed Bill was not the sole handiwork of the Government. That rather knocks the bottom out of "Roderick's" suggestion that we have been inconsistent because, on the one hand, we have expressed preference for an Official as opposed to an Unofficial majority and, on the other, have had occasion to find fault with some of the points in this particular Bill. But let us tell this scribbler that approval of official control of administration does not necessarily involve approval of all that

DAY BY DAY.

THE ONLY RELIABLE SUBSTITUTE FOR BRAINS IS SILENCE.

The Hongkong General Chamber of Commerce Swatow Relief Fund now totals \$72,153.

The Lending Library of the Helena May Institute, will be reopened for Members, on Monday morning, August 21st, at 10 a.m.—Adm.

Captain Neville, A.D.C. to H.E. the Officer Administering the Government, has returned from leave in North China and has resumed his duties.

Charged yesterday at the Marine Court, before Comdr. Beckwith, with failing to exhibit the regulation lights, a fine of \$10 was inflicted on the master of the steam launch Hoi Tao.

Tenders are being invited for the levelling of site, forming roads and filling in of low-lying areas at and around Caroline Hill, in view of the erection of Queen's College there.

H.E. Excellency the Officer Administering the Government has appointed Mr. Walter Schofield to be District Officer in the Southern District of the New Territories in addition to his other duties.

It is notified that, at the expiration of three months, the Hastings, Hodge and Company (Shanghai), Limited will, unless cause is shown to the contrary, be struck off the Register and the Company will be dissolved.

Major C. P. F. Warton, O.B.E., has been appointed as officiating 2nd. in Command of the 102nd Grenadiers vice Major S. B. Coates, M.C., and Major S. B. Coates, M.C., resumes command of a Company vice Captain G. A. Crawford.

We are informed that the sailing of the "President Lincoln" from Manila was postponed until 5 a.m. this morning, which will bring her into Hongkong at 5 p.m. on Sunday evening, the 20th inst. Her sailing date from Hongkong, Wednesday, the 23rd instant at noon, remains unchanged.

For failing to observe the rule of the road, the master of the steam launch Shing On was fined \$10, at the Marine Court, before Comdr. Beckwith, yesterday. The master of the steam launch Foo Shun, who was charged with a similar offence and who has been twice previously convicted, was ordered to pay \$20.

Thirty-one boat people came before Comdr. Beckwith, at the Marine Court, yesterday, charged with laying in Canseway Bay without written permission. They pleaded that it was the only way they could get water. The case was dismissed and defendants were given from 6 a.m. to 9 a.m. to get water, but warned that on no account were they to be in the Bay at night without permission.

For stealing an umbrella, a seamy named Kurba Singh, who has been in local service for three years with the H.K.S.B., R.G.A., was given two weeks' imprisonment by Mr. R. E. Lindsell this morning, after evidence had been heard that the Indian visited the Yaumatei branch of the Sincere Store last night, and, after asking to be shown an umbrella, booked it on his arm and attempted to walk out of the shop with it whilst the salesman's attention was occupied by other customers.

officials do. We still hold that under the official majority system we are likely to get better and more disinterested legislation than under official dominance. And our contention is strengthened by the now established fact that our Government does heed public opinion. We would especially direct "Roderick's" attention to the point that amongst those who were party to this Bill were two of our leading business men—men of the very stamp the Constitutional Reformers would like to see in control at the Legislative Council, and what is more, that these men strongly subscribed to the compulsory provisions of the Ordinance. It seems that we now have to pray to be saved from Unofficialism. So far from the fate of this Bill helping the Constitutionalists, we should think it would have a directly opposite effect. With a Government recognising public sentiment, the argument for an Unofficial majority automatically disappears.

Between Ourselves

By Robt. MacWhitter.

I see, according to the Hon. Director of Public Works, that the new road running over Wong Nei Cheong Gap to Repulse Bay is likely to be finished next year. The sooner it's done the better it'll suit me for then I'll no' be expected to pay the price of running right round the Island every time Janet takes it into her head that the tea yonderaway is better than she can make at home. It's all very well for half-cooked taipans and others w' other folk's patrol to burn but the sooner you 15 minute journey can be made, the better I'll be pleased. The Hotel should then be able to take us over for 50 cents a time and no extra charge for the scenery.

I'm no' exactly tickled to death though, at the idea of starting a motor road on Mount Cameroh and leaving it at a blind end. I think the folk topside have had more than a fair share of these expensive affairs and if you ask me, a footpath might very well link up the proposed houses in that quarter for the next ten years. But that's the worst o' our Government: they dinna care a curse how they spend money—our money.

Victoria Road. And by the same token you want to keep your eye on the amount they propose spending on the Jubilee Road, uncommonly known, after the old Queen, as Victoria Road. I only saw her once and I think she must have had an extra big tiffin that day for—well, that's neither here nor there at the moment anyway. As I was saying, though, when you read that a road is due for improvement you want to keep a sharp watch on the Estimates, for that's the sort o' work that eats up the dollars. For all the folk that ever go on the Victoria Road nowadays I think if we keep it in half-decent repair we'll do very well. When we get the new Wong Nei Cheong Road it will provide all the relief we need to the south of the island and as for you talk about opening up the district for residential purposes, that's all poppy-cock. The district is as much opened up as it needs be. Come to think of it, it's very late in the day to discover that many of its corners are dangerous and that the tortuous nature of the road makes its use by motor cars restricted. Man, it's no' so very many years ago since it was the only decent road we had for motoring. We thought we were hell on wheels at one time when we took our Sunday joy ride out to Aberdeen and back again to Shauiwan via the Happy Valley.

There's A Reason.

Come and let us reason together. It's a well-known fact that Pokfulam Road is always used in preference to Victoria Road. For one thing the approach to town by the lower road is very bad. You have to go very slow, for a man carrying a bag of rice up against his ear canna be expected either to hear or see you. What's more forbye, it's bad for your engine, your temper and your Kiar-on. It makes the worst end of a high-priced day that I know of. Except once in a while when we want to reduce the stranger within our gates to a state bordering on admiration we prefer no' to use the road dedicated to Victoria of Blessed Memory. Do you realise the amount of money it will take to straighten up that thoroughfare a bit? The Hon. Director of Boulevards says that the work will be carried out gradually. So it will, all Government work is—very gradually. No big work is being carried out at present although a start has been made, he says. Now you leader writers, keep your eyes skinned for the next Budget Estimates. If they'd fill in some of the holes in the Pokfulam Road and keep good what they have, it would be a lot more to the point. It's a case o' pot holes, pot holes all the way from the University to Aberdeen. If our existing main motor roads are to be made as convenient as they were intended to be, we shall need a goodly proportion of the money which is apparently going to be spent on new, and, to my mind, unnecessary work.

Fixers All.

The other day a friend o' mine stopped me in the street and after some humming, lots of hawing, and looking over his specs, he asked me if I could tell him what a "fixer" was. I looked at him hard for a minute and I was just on the point of saying

that I'd buy it, when I saw he was really in earnest. "A 'fixer,' my dear sir," said I, "is a man who fixes things."

"Quite so," says he, "but in the case of poor Mr. Parker Ness, don't you think it was a bit unwarranted?"

"There's something in that now you mention it," says I, "for come to think of it, he hasna fixed us yet, but mind ye, that's through no fault of his."

Isn't it queer the ideas some folk get into their head? I have a kind o' suspicion that my friend thinks the term "fixer" is something derogatory and undignified. Come to think of it, we're all fixers of something, someway or another. The Hon'ble Mr. A. R. Lowe so far as our telephones are concerned is equally entitled to the term. At least, we hope so, but then we have seen hide nor hair of his committee's report yet. I'm perfectly sure that Mr. Parker Ness would be the last man in the world to object to the label. I think I can hear him chuckling. He's back in the Colony I notice and the fact that he's in our midst again and no' a word in the Singapore papers about the telephone squerees there, only proves his right to the title. That he hasna fixed us good and proper for the next twenty-five years is maybe more through sheer good luck than good guidance. There's no need then for us to get all puffed up about it. He might ship one over us yet. He that laughs last, laughs longest. But in the Government's present state of mind, for some time at least, the way of the fixer is likely to lie in unpleasant places. In view of the fate of the Registration Bill, as a canny Scotsman, Mr. Parker Ness will surely realise that in this Colony the man who pays the piper, occasionally exercises his right to call the tune. If we have to give way in anyway at all, let's put it up to him to give us the automatic telephone, the same as he had to give before he finally fixed Bombay. If we've got to pay, let's pay for something modern and no' eyes have our telephones twenty years behind the times. The Central Battery system he prates so much about is now being scrapped by nearly every go-ahead community in the world. Let's make him fix us up the automatic. But we don't start paying for anything before we get it.

Nothing Doing.

The chap that shakes the tree doesna always get the most fruit, and the Government evidently had this in mind when it decided to drop the Registration Bill. Now this is more a matter for congratulation than something to crow over. Because it hadna sense enough never to have drafted the Bill, the Hokey Fly be praised, it had sense enough in the hinderend to see that it would never work. I hope it realises once and for all that no real or lasting benefit can be got by force. After reading what the Hon'ble Mr. Bird had to say on the subject, I felt inclined to go off at the deep end but the least said, the soonest mended. You cheap sneer about newspaper agitation deserves a column all to itself but I've had quite enough of this subject for one week. Besides there's no use of throwing water on a drowned mouse. I content myself w' saying that Government and reactionary Unofficials are apparently none the worse of having at their elbows a mentor, which if it does no more, helps to prevent folk from making asses of themselves and to restrain those impulses that make for "resolute" government and coercive administration.

Gambling.

Just a wee line to say how pleased I was to read that Judge Hamilton had discharged those Filippine Club members whom our vigilant police had roped in for playing pinocle, penny ante, monte or whatever it was. Had the decision been otherwise I would have commented: "It's my bounden duty to say information."

(Continued on Page 7.)

BETWEEN OURSELVES.

(Continued from Page 6.)

through these columns, regarding the gambling which takes place nightly in many of the European Clubs in this Colony. I might very well do so yet, the next time I feel like starting something. At the moment I can think of no more fruitful subject on which to base a few appropriate remarks on the evils of class legislation.

Raving Roddie.

Roderick Random, whatever else he may be accused of, will never qualify to stand among the garrulous. He hasn't enough energy for one thing, which makes his two appearances in the *Daily Press* this week all the more remarkable. Some folk, though, never do anything except under the stress of strong emotion. Roddie is angry with me these days which accounts, of course, for his silly outburst yesterday morning. The sheep is a very ferocious animal, even defending itself when attacked. I might have known that. I might have known also that when folk have a poor case it is invariably the custom to under-rate the other chap's intelligence. It sounds smart; but it is no argument. Personally, I'd sooner be accused of "cerebral confusion." The latter does connote the existence of something apart from mere instinct. So you see, I was more liberal to Roddie than he to me.

Mind ye, I dinna object to these pleasanties. I think they brighten up a paper and goodness only knows the *Daily Press* needs something of the kind once in a while—every day in fact—for even with the help of its very random contributor it surely carries the virtue of stolidity to excess. But for the sake of its reputation I must warn it, however, against the use of language which, if pure English, is certainly not dignified. I'd forgive that, however, if it were all the time on its hands it would even be consistent and logical. That only shows ye though, the more time some folk have, the more they need. But then it canna discuss Constitutional Reform all the time, which makes it an easy job for Roddie. Lucky Roddie!

The trouble about discussing current affairs and matters of policy is that it's terrible awkward to decide offhand the right line to take. The *Daily Press* is never in too great a hurry to rush into print at anytime on a vital subject. That of course is ordinary precaution and to be commended. Besides the more time ye take the more chance ye have of backing the right horse. In the case of the Registration Bill it had to say something before the Bill was duly placed among the statutes. The trouble was to decide which side of the fence to jump. This it couldn't very well do, so it proceeded to condemn compulsory registration with its annoyance of police irritation, and then proposed another form of compulsion, i.e. the infliction of a yearly "round-up" as is practised to-day in the Treaty Ports. In short, it believed that without compulsion of some sort the thing could not be done. That was on Wednesday. Yesterday, so soon that the Bill had scarcely recovered from its jar of being dropped, it immediately gets *pronto* on the right side of the fence and winds up a leading article so: "When the actual need begins to threaten, a call for the voluntary registration of workers should quickly enable the authorities to be ready for the actual emergency."

I am not so eager this time to point out the inconsistency as to congratulate the *Daily Press* on its conversion. Like the Government, it is apparently susceptible to public opinion.

KRYPTOK LENSES

are conceded to be one of the very best forms of bifocal lenses. The bifocal segment is ground and fused into the distant lens making the product practically one piece of glass. The segments are totally invisible and the lens has a beautiful appearance. Kryptok lenses of any prescription, whether regular or Toric form are manufactured by The Hongkong Optical Co., successors to Clark & Co., manufacturing and refecting opticians—the most competent optical manufacturing establishment in South China—located at 53, Queen's Road Central. Fitting glasses and testing the sight is their speciality.

TWENTY-FIVE YEARS AGO.

A Glance at our Files.

(11-20, Aug. 1897.)

AN OLD COMPLAINT.

We have heard loud complaints of late respecting the blocking of the thoroughfares at the wharves or hotel entrances by frantic chair and ricksha coolies clamouring for fares. Passengers landing from launches at Pedder's Wharf have to thread their way through a crowd of rickshas which block the entrance to the wharf while the chair-coolies, in their anxiety to push their chairs in among the rickshas and so gain a fare, jostle all and everyone. As a European policeman is usually stationed on Pedder's Wharf we fail to see why the nuisance should be allowed to exist, for a very small amount of attention on his part would serve to keep the approach clear of vehicles.

NEW COTTON MILL.

In his *Weekly Share List* issued at noon to-day Mr. Erich Georg confirms the news published in the *Rialto* circular on Wednesday last, and adds a few interesting details respecting the cotton mill to be erected shortly in Hongkong. He says:—"A local Company has been formed for the erection of a Cotton Spinning Factory in this colony under the auspices of Messrs. Jardine, Matheson and Co. as general managers; the shares have all been underwritten, but I hear that a portion is likely to be offered to the general public. The site of the factory will be at East Point, near the Sugar Refineries, where a sufficient water supply is obtainable."—We publish in this issue the prospectus of the Hongkong Cotton Spinning and Weaving Co., promoted by Messrs. Jardine, Matheson and Co., who will be the General Managers. The Company is started under favourable auspices, and should, we think, turn out a good thing for the shareholders. The whole of the capital of \$1,200,000 is divided into 12,000 shares of \$100 each. The whole of the capital is already underwritten with the exception of 3,000 shares which are now offered for public subscription. The share list closes at 3 p.m. on the 18th instant.

THE DOLLAR.

The Mexican barometer is getting down to zero! The reading to-day is 1-and-10.

TOO MUCH RAIN.

The rainfall for the current month bids fair to be as much in excess of the average as that of July was below it. The average rainfall for August, calculated from ten years' returns, amounts to 13.89 inches, and as over 23 inches of rain have already fallen during the month of July's deficit of 10 inches has already been made good. It is to be hoped that now that the Clerk of the Weather has worked off his arrears he will see fit to allow us to have a sight of the sun by way of change. Water is an excellent thing in itself, but too much is apt to pall upon the appetite.

THE NEW CLUB.

At a meeting held at the old Hongkong Club premises yesterday afternoon the proposal to establish a new club, to occupy the premises, was discussed. The club was definitely formed and the name adopted was "The New Club." A portion of the premises, including the reading room and the bar, will be open to members in a few days, and by the 1st October the whole building is expected to be ready for occupation.

THE SAME NOW.

Some newspaper man has been unbending himself. Thus:—A child is born and the medical man in attendance gets, say, £2. 2s.; the editor of the local paper notes the event and gets 0. It is christened; the Minister of the Gospel receives 10s. 6d.; the editor writes the ceremony up and gets 0. It marries and the minister has another fee; the editor gets a piece of cake, or 0. 0. 0. for the privilege of describing the "pretty" event. In course of time it dies—the doctor gets his fees, perhaps £10; the minister another guinea; the undertaker anything up to £20; the editor writes a column describing the many virtues of the deceased, and receives his customary award, viz. 0.

Proven best by every test

MOUTRIE PIANOS.

DAY BY DAY.

It is notified that the name of the China Crude Ore Export Company, Limited, has been struck off the Register.

The remains of a coolie, who was accidentally drowned yesterday whilst discharging coal from a lighter into Taikoo Dockyard's coal dump at Whitfield, were removed to the Public Mortuary.

A stabbing affray took place in Ship Street last night, resulting in the removal of a Chinese to the Government Civil Hospital. The victim is now in a serious condition. Another stabbing case is reported from Belcher's Street, the man attacked being removed to Hospital with a wound in the shoulder.

A match belonging to the contractor, Wing Lee, who is building the new motor road over the Peak, was burnt down yesterday afternoon. The structure, which was located on the road above the cemetery, was completely burnt down, damaged to the amount of \$1,300 being caused. The outbreak was started by a piece of furze which got blown in the direction of the shed after being ignited in a blasting operation carried out on a site near by owned by the Nanyang Tobacco Brothers Company.

A sequel to the piracy which occurred recently aboard the *Sui Yick*, a small steamer trading between Hongkong and Shanghai, and resulted in the taking away by the robbers of loot amounting to \$4,000, was the arrest of four men who are now being held under suspicion of having been concerned in the affair. As the arrest was effected locally, the belief is confirmed that the pirates boarded the steamer in Hongkong in the guise of passengers. The police carried out a raid at 5, Sing On Street, Shaikwan, and arrested the four men, who were to-day charged and formally remanded.

MARINE COURT BUSY.

Thirty-Nine Defendants in One Case.

The dock at the Marine Court proved inadequate this morning. There were so many defendants in one case—no less than thirty-nine—that, although the dock was packed to its utmost capacity, about half their number had to stand in the body of the Court.

It was the result of a raid made last night by Mr. W. McKay, Chief Junk Inspector. The defendants' craft were found moored alongside the Praya.

The defendants pleaded that, owing to the thunder and lightning last night, they were afraid a squall might come up and they were lying inshore for shelter.

The Marine Magistrate pointed out that if they wanted to lie alongside the Praya they should come to the Harbour Office before 5 o'clock and if they had a reasonable excuse a permit was never refused.

Thirty-one of the defendants were fined \$10. The other eight—masters of coolie-boats—were ordered to pay \$5.

THE WOMAN PAYS.

The Man Runs Away.

A sampan woman appeared before Comdr. Beckwith at the Marine Court this morning, charged with throwing articles overboard with the intention of preventing seizure.

It was stated that there were a man and a woman in the boat. A police officer saw two packages thrown overboard and gave chase. When the boat reached the shore the man jumped out and ran away. The woman was arrested. Defendant, like most women of her station, had strapped on her back the "usual" infant. The Marine Magistrate asked, if he sent her to jail, what would happen to the baby? The Inspector replied that they did not want the baby; they would have to find somewhere to put it.

A fine of \$25, with the option of one month, was indicated.

DAIRY FARM NEWS.

FISH

Just landed direct from the Scottish Fisheries

Fillets	65 cents per lb.
Haddocks	60 " "
Kippers	50 " "

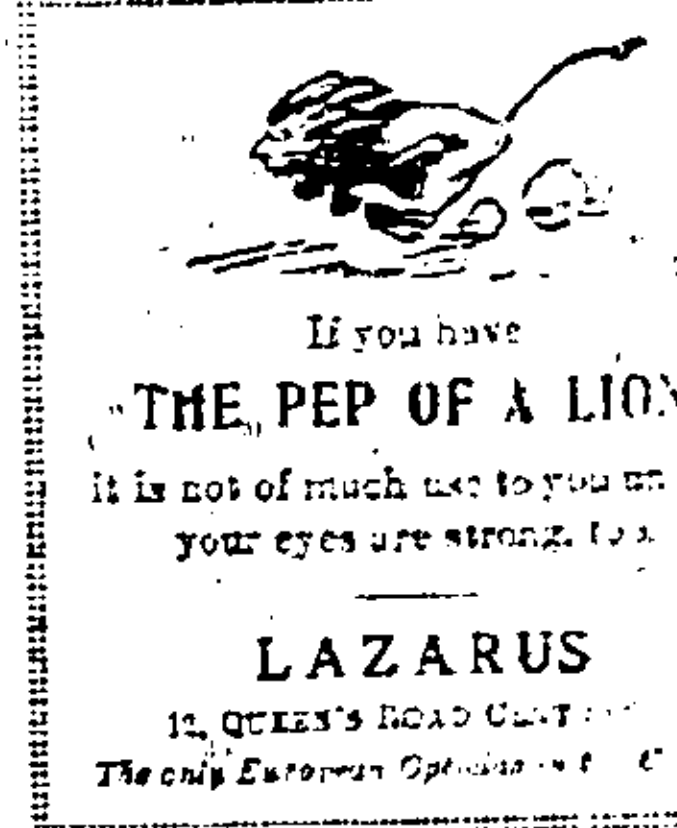
Canadian Salmon ... 65 " "

LATEST TABLE DELICACY

Squab Chicken (Dry Plucked) ... \$1.00 each

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

"PHILIPS"



THE OLDEST WHITE MAN.

Aeroplane at 131.

We give the following report dated Louisville, Kentucky, June 10, exactly as it reaches us:

The funeral took place here to-day of Mr. John Shell, aged 134, the oldest white man in the world. Among the many mourners were his two sons, William, aged 90, and Albert, aged seven. The latter is the offspring of a second marriage, Mr. Shell's first wife, who was two years his senior, having died only 10 years ago.

The aged man retained full possession of his faculties to the last and discussed his funeral arrangements with Mr. and Mrs. Samuel Creech, with whom he had made his home since he lost his own place through the foreclosure of a mortgage several months ago.

He was said to have been born in Tennessee on September 3, 1788, the son of Samuel Shell, a gunmaker.

Until the time he was "discovered," about four years ago, it is said that he had led a secluded life in the mountain country, but since then he had travelled considerably, exhibiting himself at fairs and shows. In 1919 he took his first aeroplane ride. On his visits to cities, he told newspaper interviewers that he remembered once of having seen Daniel

Boone, and that he recalled the general mourning that followed the death of George Washington. He said he was too old to enlist in the Mexican war.

TO KEEP WELL IN THE HEAT.

daily regularity is of the first importance, and to ensure this Pinkettes are perfection. These gentle little laxatives



dispel constipation, regulate the liver, cure bilious attacks, sick headaches, bad breath, coated tongue, clear the skin of pimples and blotches. Of chemists, or post free 60 cents the vial, from the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

OH LADIES!!

Could you just imagine what lovely gowns Babes wears in "LUXURY?"

STAR THEATRE.

J. T. SHAW

TEL. 692

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SWATOW TYPHOON PICTURES.



Photo: Mee Cheung.

Wrecked godowns.

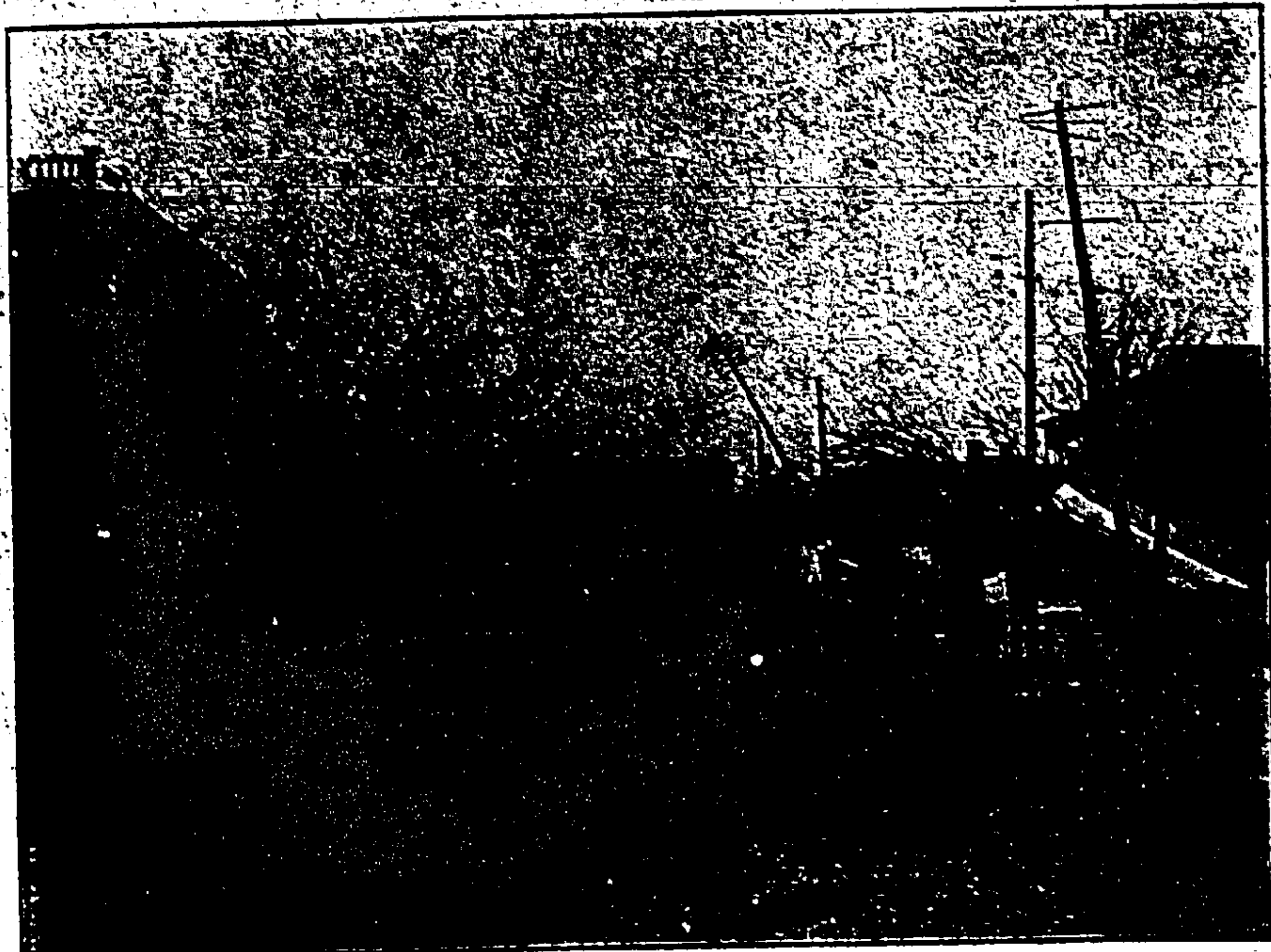


Photo: Mee Cheung.

Customs Street.



Photo: Mee Cheung.

Wall blown down.

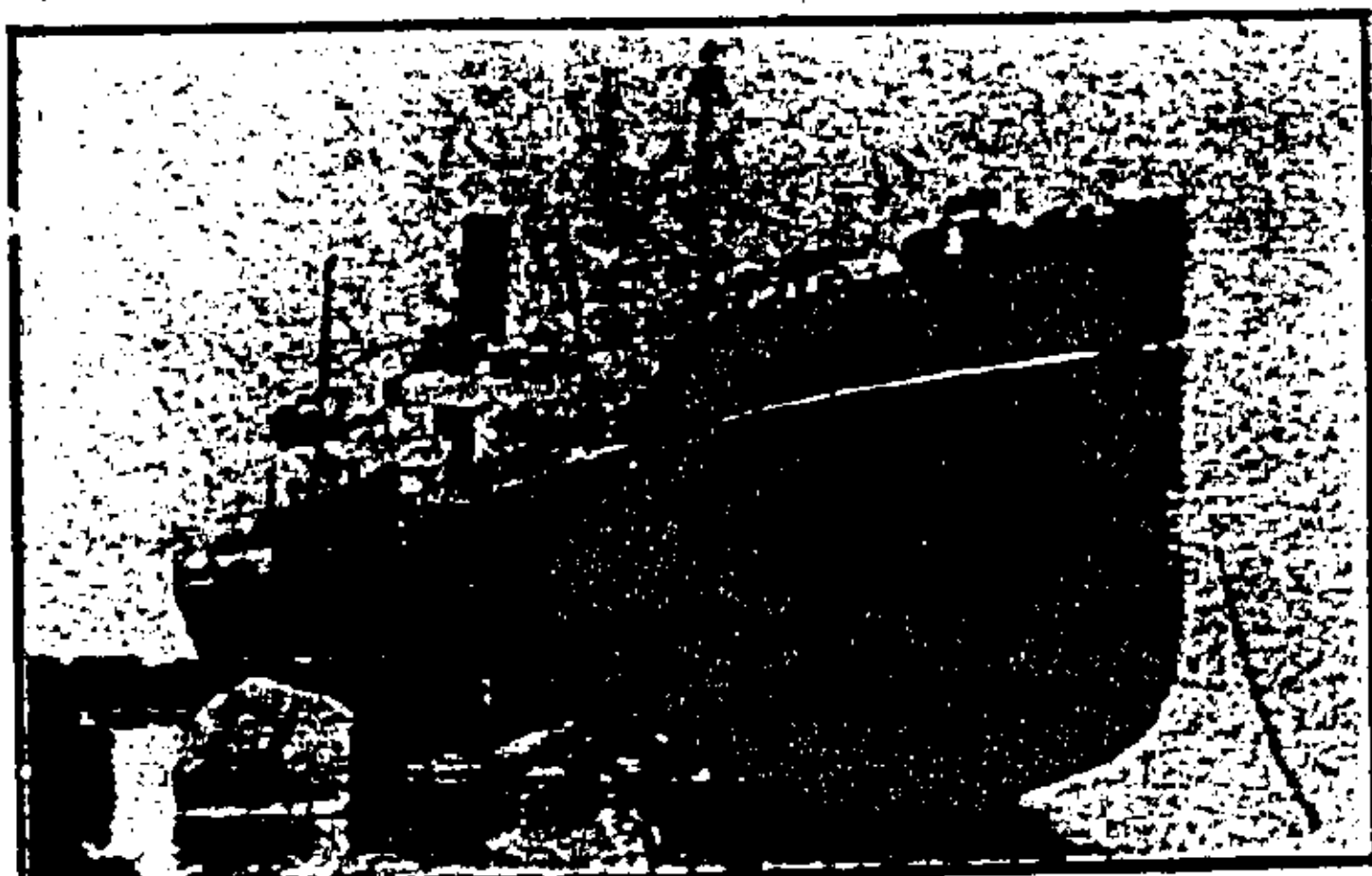


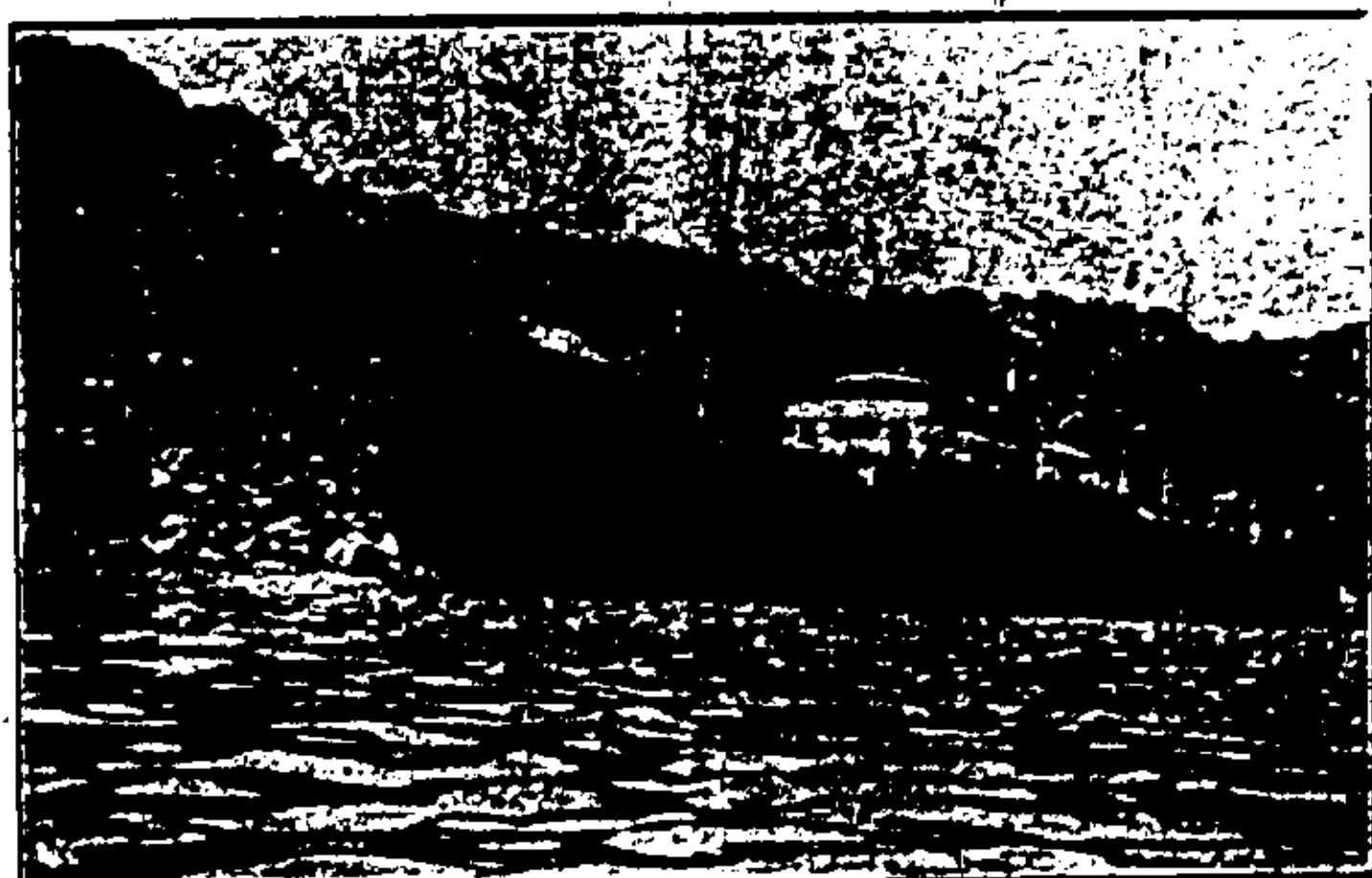
Photo: Ming Yuen.

Roofs torn and twisted.



Photo: Ming Yuen.

Small craft wrecked on the Bund.



The above two pictures show the Indo-China's s.s. Tungshing piled on the rocks.

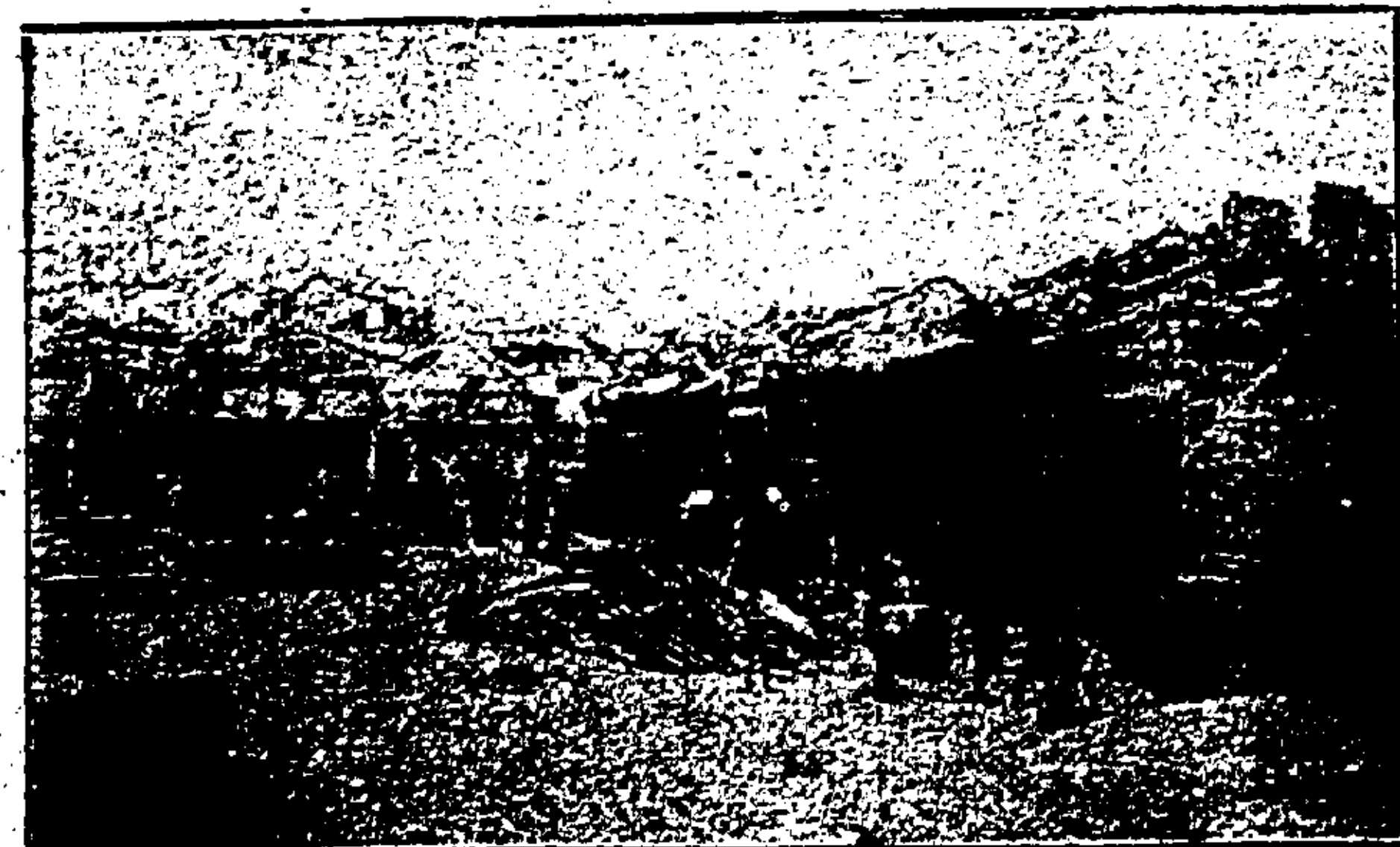


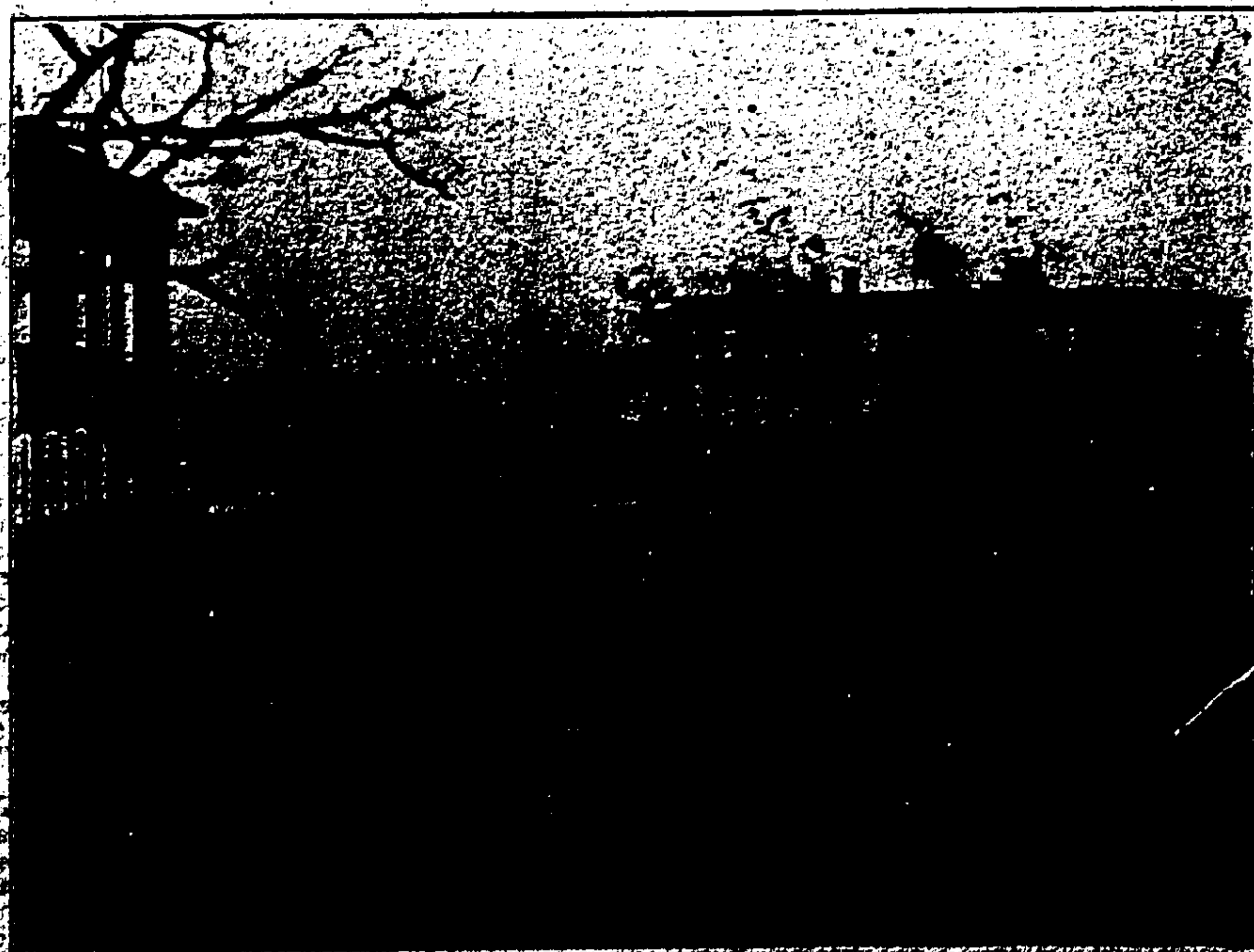
Photo: Ming Yuen.

A wrecked village.



Photo: Mee Cheung.

A blocked roadway.



Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)
TO
PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
JEPPORE	6,580	29th Aug.	Spore, Pang Obo & B'bay
DEVANHA	8,042	30th Aug.	M'les, London & Antwerp
NOVARA	6,850	13th Sept.	M'les, London & Antwerp
MACEDONIA	11,000	27th Sept.	B'bay, M'les, L'don, A'werp
KALYAN	19,000	11th Oct.	M'les, London & Antwerp
MANTUA	11,000	25th Oct.	B'bay, M'les, L'don, A'werp

BRITISH INDIA-APCAR SAILINGS (South)

G. APCAR 4,649 2nd Sept. C'ta via Spore & Penang.

EASTERN & AUSTRALIAN SAILINGS (South)

EASTERN 4,000 31st Aug. Manila, Thurs. Island, Cairns, T'ville, Brisbane, Sydney and Melbourne.

SAILINGS TO SHANGHAI & JAPAN.

TORILLA	5,205	27th Aug.	Japan
KALYAN	9,000	28th Aug.	Shanghai & Japan
MACEDONIA	11,000	9th Sept.	Shanghai

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels measured not more than 24ft. x 12ft. x 12ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc. apply to

MACKINNON, MACKENZIE & CO

22, Des Voeux Road, Central. Agents.

CLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel	Due Hongkong.
S.S. GLENARIFFE	30th August.
S.S. GLENAMORY	15th September.
S.S. GLENOBLE	23rd September.

HOMEWARDS.

Vessel	Leaves Hongkong.	Discharges.
S.S. GLENSHANE	25th Aug.	G.O.A. L'DON, A'WERP, R'DAM, H'BURG.
S.S. GLENLUCE	2nd Sept.	G.O.A. L'DON, A'WERP, R'DAM, H'BURG.
S.S. PEMBRUKESHIRE	24th Sept.	L'DON, A'WERP, R'DAM, H'BURG.

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.**THE GLEN LINE, LTD.**

Telephone No. 215, sub-ex. 23 and 3695.

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA and JAPAN.

Ship	From	Expected at Hongkong	Will leave for
Tijuanas	Java	in port	27th Aug. Saigon
Tjikembang	Java	in port	27th Aug. Makassar, S'baia
Tjikarak	Java	19th Aug.	21st Aug. S'hai, Yokohama
Tjikarang	San Francisco	23rd Aug.	25th Aug. Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Lijn.

York Buildings. Telephone No. 1574.

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FIRST CLASS RATE

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MODATIONS ON ANY ATLANTIC OCEAN STEAMER

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AMERICAN CONTINENT.

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Managing Agents.

UNITED STATES SHIPPING BOARD.

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N. Y. K.

SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via S'hai & Japan Ports.

Through Bills of Lading issued to all Overland Common Points in U.S.A. & Canada.

FAGA MARU (Calling Keelung) Saturday, 19th Aug. at 11 a.m.

IYO MARU (Nagasaki direct) Sat. 16th Sept. at 11 a.m.

MARSHILLES, LONDON & ANTWERP via Singapore, etc.

KANO MARU ... Saturday, 19th Aug. at noon.

KATORI MARU ... Friday, 1st Sept. at 11 a.m.

TAMBURO via LONDON, ROTTERDAM.

LIMA MARU ... Friday, 28th September.

LIVERPOOL via MARSHILLES & GLASGOW.

SENIGAL MARU ... Thursday, 7th September.

SYDNEY & MELBOURNE via Manila, etc.

TANBO MARU ... Tuesday, 19th Sept. at 11 a.m.

YOSHINO MARU ... Tuesday, 17th Oct. at 11 a.m.

NEW YORK via PANAMA.

LYONS MARU ... Middle of September.

NEW YORK via Suez.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Cape.

COMBAY via Singapore, Penang & Colombo.

WAKASA MARU ... Friday, 25th August.

CALCUTTA via Singapore, Penang & Rangoon.

OSAKA MARU ... Friday, 18th Aug.

YAKASA MARU ... Friday, 18th Aug. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

TOYOHASHI MARU ... Saturday, 19th August.

TOSA MARU ... Thursday, 24th August.

For further information apply to—

NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293.

K. H. KAMEI, Manager.

DODWELL & CO., LTD.

REGULAR SAILINGS TO NEW YORK & BOSTON FOR NEW YORK & BOSTON.

LLOYD TRIESTINO.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

Fiume having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

S.S. "PERSIA" ... Sailing on or about 15th Sept.

For BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "TRACIA" ... Sailing on or about 5th September.

S.S. "PERSIA" ... Sailing on or about 29th September.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service.

FROM CALCUTTA TO SOUTH AFRICAN PORTS

S.S. "UMONA" ... Sailing 30th August.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone 1030. Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamer. Arrives Hongkong. Leaves Hongkong.

TAIYUAN 23rd Sept. 27th Sept.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

(JOHN SWIRE & SONS, LTD.)

Agents.

Telephone No. 36.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO. LTD.)

FREIGHT & PASSENGER SERVICE.

OUTWARDS.

City of Sydney 27th August. Shanghai, Kobe & Yokohama

HOMEWARDS.

City of Manchester 29th Aug. Marseilles, L'don, Antwerp & H'Burg

City of Florence 6th Sept. London, Antwerp, R'dam & Hamburg

Subject to change without notice.

For particulars of freight and passage rates apply to—

THE BANK LINE, LTD.,

or to REISS & Co. Canton General Agents.

SIAMESE STEAMSHIP COMPANY.

Sailings from Hongkong:—

For Steamers To Sail

BANGKOK ... Thong Samud ... 23rd Aug. at 6 p.m.

For further particulars apply to—

BUTTERFIELD & SWIRE,

(JOHN SWIRE & SONS, LTD.)

Agents.

Tel. 36

COASTAL SHIPPING.**INDO CHINA STEAM NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
TTAO via S'hai & S'hai Fausang	Tues.	22nd Aug. at noon.
BANGKOK via Swatow Chaksang	Tues.	22nd Aug. at noon.
HAIPHONG via Hoihow Leesang	Wed.	23rd Aug. at d'light.
TTAO via S'hai & S'hai Hopsang	Thurs.	24th Aug. at noon.
MANILA ... Vuensang	Fri.	25th Aug. at 3 p.m.
STRAITS & Calcutta ... Namsang	Fri.	25th Aug. at 3 p.m.
TTAO via S'hai & S'hai Kwoosang	Tues.	29th Aug. at noon.
STRAITS & Calcutta ... Hosang	Tues.	29th Aug. at noon.
TIENSIN ... Chipshing	Tues.	29th Aug. at 4 p.m.
KOBE ... Kumsang	Wed.	30th Aug. at noon.
SANDAKAN ... Himsang	Tues.	5th Sept. at noon.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returnings from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passenger and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE.—A regular service is run from March to Nov between H'kong & Tiensin calling at Weihaiwei & Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok via Swatow. The steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Namsang" will be despatched on or about Friday, 25th Aug. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

Telephone No. 215. General Managers.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI & TSINGTAO	Soochow	20th Aug. at 4 p.m.
SWATOW & SINGAPORE	Kwangtung	20th Aug. at 4 p.m.
H'HOW, PHOI H'PHONG	Kailong	22nd Aug. at d'light.
SHANGHAI & TSINGTAO	Kanchow	22nd Aug. at 4 p.m.
WWEI C'FOO, TIENSIN	Huichow	22nd Aug. at 4 p.m.
SWATOW & BANGKOK	Kalgan	22nd Aug. at 4 p.m.
AMOY, SHAI & TSINGTAO	Sinkiang	24th Aug. at 10 a.m.
SHANGHAI	Yingchow	25th Aug. at 4 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidst Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (twice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kot via S'wai.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

(JOHN SWIRE & SONS, LTD.)

AGENTS.

Telephone No. 36.

Cargo and baggage can be insured at the above office.

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Haiching	J. S. Thomson	TUES. 22nd Aug. at 1 p.m.
Haiphong	W. C. Parimore	FRI. 25th Aug. at 1 p.m.
Haifong	W. S. Turnbull	TUES. 29th Aug. at 1 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage apply to

Douglas LaPraik & Co.,

General Managers.

NANYO YUSEN KAISHA.

The South Sea Mail S.S. Co., Ltd.)

REGULAR FORTNIGHTLY SERVICE

between

JAPAN, HONGKONG & JAVA.

For Batavia, Samarang & Sourabaya.

S.S. MACASSAR MARU Sailing on or about 26th Aug.

For Moji, Kobe & Yokohama.

S.S. SAMARANG MARU Sailing on or about 19th Aug.

For further particulars please apply to—

K. SUZUKI,

Manager.

Tel. No. 2206.

Second Floor, Prince's Building.

SHIPPING NEWS.**CABLE NAVIGATION OF SHIPS.**

It is interesting to note that for the first time in British waters a liner viz. the Royal Mail Steam Packet Company's Orbita, whilst on her homeward voyage from New York, via Southampton, to Hamburg has been navigated by electrical signals from a submarine cable—the property of the Admiralty—which is about 20 miles in length, and runs well out to sea in an almost direct line to the entrance of the narrow channel leading into Portsmouth Harbour. The peril of fog in or near harbours will be greatly reduced when all passenger liners are equipped with the special electrical arrangements on board, though, at the present time, the R.M.S.P. Orbita is the only vessel in the whole British Mercantile Marine which has been so installed.

SUEZ CANAL DUES.

A Cairo correspondent says that, according to the native Press, the first international dispute regarding the Suez Canal following Egypt's independence is now developing. The point in question is, it is said, whether the Egyptian Quarantine Board is empowered to increase the dues charged to vessels passing through the canal in respect of medical inspection by the quarantine authorities. It is stated that the Canal Company objected to the increase on the ground that the Canal Company is the organization empowered to increase dues affecting ships and passengers passing through the canal. The matter, it is said, has been brought to the notice of the Egyptian Government, and the Minister of Justice states that the Canal Company's argument is not sound, as the Quarantine Board is an international institution, and therefore empowered by that status to increase the quarantine dues on traffic through the canal. The Paris correspondent of the same journal says that judgment has been given in the Paris courts in the case in which the Compagnie Peninsulaire claimed repayment from the Suez Canal Company of 2,935,669 francs alleged to have been paid in excess of what was legally due for canal tolls levied on its vessels during the war. The shipping company claimed that it was entitled to pay tolls in French banknotes, whereas the Canal Company insisted on being paid in Egyptian gold francs. Judgment was given for the Suez Canal Company.

GRAVITY OF THE SHIP-BUILDING OUTLOOK.

The editor of the *Compendium*, London, has been making special inquiries into the state of the shipbuilding trade in the hope that possibly the settlement of the disputes with the shipyard and engine workers would be followed by some improvements in the demand for new tonnage, but he finds nothing reassuring. Shipbuilding and shipping inevitably go hand in hand, he writes, and while the condition of the shipping trade is such that only 65 per cent. of the world tonnage can find employment, it is almost useless to look for any improvement in shipbuilding. Though the world is hungry for goods, fluctuating exchange and lack of credit made it impossible for foreign countries to purchase more than bare necessities, and consequently, 35 per cent. of the world's tonnage is left idle for want of trade. It is not so much that there is an excess of world tonnage (in spite of recent large addition to the total by the United States) as that world trade is not normal, and cannot be normal until credit and exchange are stabilised. While this supply of tonnage remains in excess of the world's requirements, there cannot be any appreciable demand for new ships, and shipbuilding cannot be expected to improve. But over and above this basic fact, there is the financial position of the shipping industry to consider. Shipowners' reserves have been notoriously drained by losses on trading, heavy taxation and the recent absorption of ex-enemy tonnage, and they have not in general, the capital available for new ships. In the last two years, British owners have absorbed a million and a half tons of ex-German shipping, valued at about £20,000,000, and in the two years previously, they took over from the Government standard ships to the value of £34,000,000. To pay for these vessels has naturally taxed the financial resources of our shipping companies, especially as they have not been able to recoup themselves out of current profits of trading, since there has been more loss than profit.

NOTICE.

MANUFACTURED

in

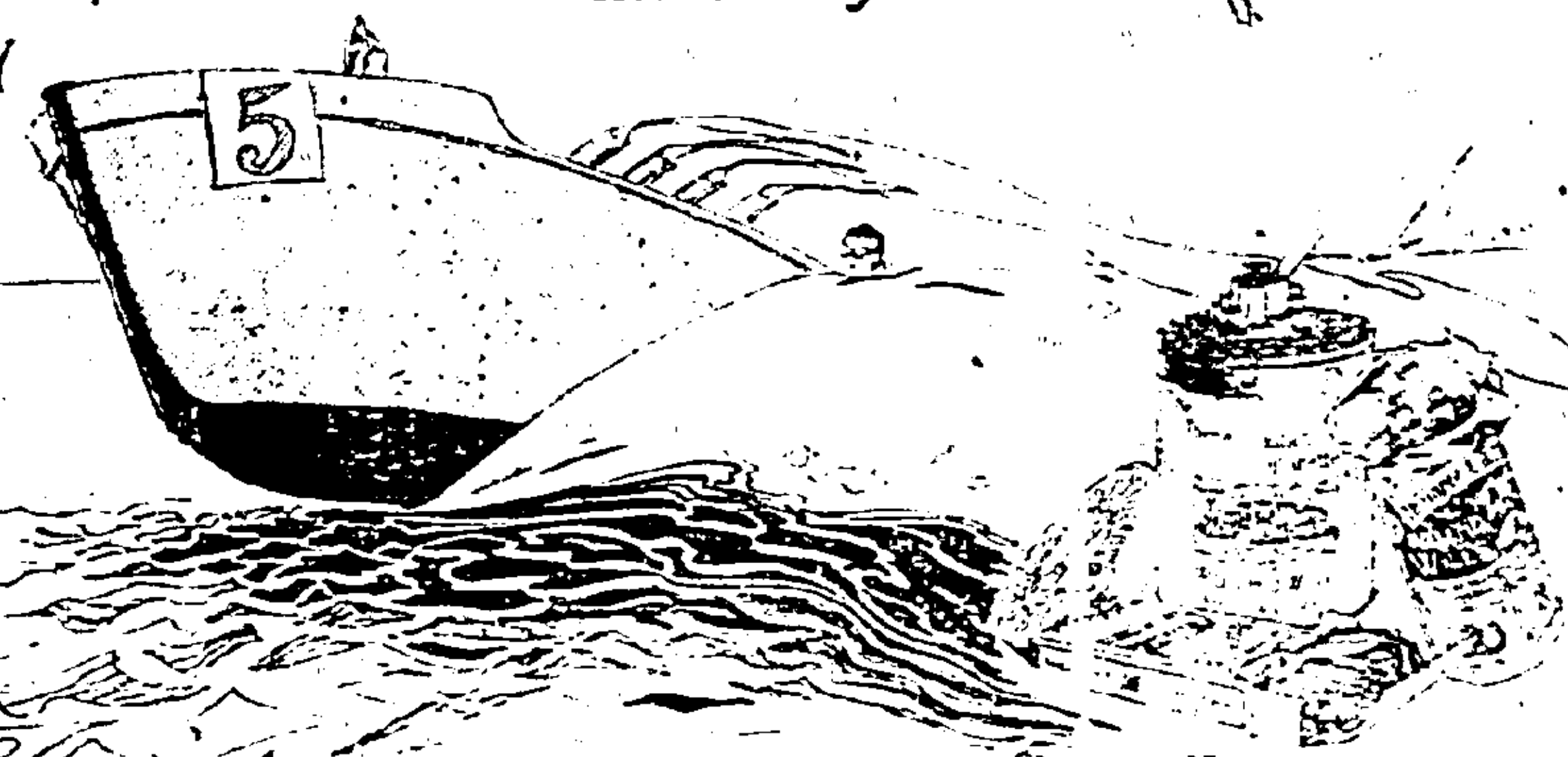
ENGLAND

BY

W. D. & H. O. WILLS.

The "Three Castles" Virginia Cigarettes

The Cigarette with the Pedigree



CHURCH NOTICES.

A CHARGE OF ONE DOLLAR
IS MADE FOR ALL NOTICES
UNDER THIS HEADING.

St. John's Cathedral, Hongkong.
29th August, 1922, 10th Sunday
after Trinity. Holy Communion
(7.50 a.m.); Children's Service
(10 a.m.); Hymns: 343, 250,
333. Matins (11 a.m.); Respon-
sories: Ferial; Venite: Barnby
(21); Psalms: 53, 134, 54.
Wicks: Te Deum: Oakeley.
Trie, Tallis (2nd day); Bene-
dictus: Bennett (2nd evening);
Anthem: "No Shadows Yonder."
Gaul; Hymn: 242. Holy Com-
munion (12 noon). Evensong
(6 p.m.); Responses: Ferial;
Psalms: 51, Felton; Magnificat:
Smart; Nunc Dimittis: Wicks.
10th evening: Hymns: 254,
207, 21. Peak Church. Holy
Communion (8.15 a.m.). Even-
song (6 p.m.).
Wesleyan Church, Queen's Road,
opposite Royal Naval Hospital,
Wanchai. Sunday, 20th Aug.
1922, 10.15 a.m. Divine Service
and Naval and Garrison Church
Parade. Subject: "The Seven
Virtues; the third, Temperance."
6.00 Short Evening Service.
Subject: "Justice, Temperance
and Judgment." Preacher,
Rev. C. Claxton, Perri H.C.F.
Wesleyan Sailors' and Soldiers'
Home, Arsenal Street, Hong-
kong. Saturday, 19th inst.,
Launch Picnic leaving at 2.30
p.m. Sunday, 8.30 p.m. Chap-
lain's Meeting and Social Hour.
Wednesday, 8.30 p.m. Summer
Club, Programme provided by
the "King's Pollen." Concert
Party by permission of Lt. Col.
Hyslop, G.R.E.

Union Church (Kennedy Road).
—Sunday Services, August
20th: Morning service at 11;
Evening service at 6. Preacher:
Rev. J. Kirk Macdonald. Col-
lection for Presbyterian Mission
Swatow District, which has
suffered great losses through
the typhoon. Friends unable
to attend are invited to send in
contributions.

WEATHER REPORT.

Aug. 18d. 12h. 00m. — Warning
to Hongkong, Coast Ports, &c. —
Typhoon in Lat. 22° N. Long. 128°
E. moving North, position un-
certain.

Aug. 18d. 11h. 30m. — Pressure
has decreased considerably at
Vladivostok, moderately over
N.E. Japan, and slightly in
central districts.

The Japanese anticyclone is
moving eastward.

At 5 a.m. this morning the
typhoon appeared to be in about
Lat. 22° N. and Long. 128° E.
moving northward, though doubt-
ful observation from Naha marks
the position uncertain.

Hongkong Rainfall for the 24
hours ending at 10 a.m. to-day,
0.03 inch. Total since January
1st, 43.90 inches, against an
average of 60.65 inches.

FORECAST FOR THE 24 HOURS
ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Formosa Channel	N.W. winds, moderate.
2 South coast of China between H.K. & Lamooka	variable moderate.
3 Hongkong to fair	to fair.
4 Gap Rock	E. winds, moderate.
5 South coast of China between H.K. & Hainan	moderate.

T. F. CLAXTON, Director.
H.K. Observatory, Aug. 18, 1922

First Church of Christ, Scientist,
McDonnell Road, below Bowen
Road Tram Station.—Sunday,
11.15 a.m. Wednesday, 5.45 p.m.

EXCHANGE.

Opening Rate closing Rate

on Page 1

SELLING

1/2 P	262 1/2
Demand	26 1/2
30 d/s	26 1/2
30 d/s	26 1/2
1 m/s	26 1/2
T/T Shanghai	Nom
T/T Singapore	110 1/2
T/T Japan	120
T/T India	197
Demand, India	197
T/T San Francisco	57 1/2
T/T New York	57 1/2
T/T Java	148 1/2
T/T Manila	Nom
T/T France	725
Demand, Paris	725

BUYING

1 m/s. L/C	27 1/2
1 m/s. D/P	27 1/2
1 m/s. L/C	27 1/2
30 d/s. Sydney and Melbourne	2/8 1/2
30 d/s. San Francisco & New York	58 1/2
4 m/s. Marks	Nom
1 m/s. France	760
1 m/s. France	770
Demand, Germany	57 1/2
Demand, New York	57 1/2
T/T Bombay	197
Demand, Bombay	197
T/T Calcutta	197
Demand, Calcutta	197
to Yokohama	120
Demand, Manila	115 1/2
Demand, Singapore	120
Demand, Batavia	148 1/2
to Haiphong	Nom
On Saigon	81 1/2
On Bangkok	81 1/2
Sovereign	7.65
Sold leaf per Tael	33 1/2
Say Silver, ready	33 1/2
forward	33 1/2
Bank of England rates	3 1/2
New York London	4.48 1/2

SUBSIDIARY COINS.

H'kong 50 ct. piece	par
10 "	1/27 pm.
5 "	3/16 1/2 dis.
Canton sub. coin	19.3/4 dis.
Hongkong, August 19, 1922.	

HOTELS.

LEADING FAR EASTERN HOTELS.

HONGKONG:
Hongkong Hotel, Peak Hotel,
Repulse Bay Hotel.
SHANGHAI:
Astor House Hotel, Palace Hotel,
Grand Hotel Kales.
PEKING:
Grand Hotel des Wagon Lits.
The Hongkong Hotel Co., Ltd.
In conjunction with
The Shanghai Hotels, Ltd.
and
The Grand Hotel des Wagons Ltd.

KING EDWARD HOTEL.

CENTRAL LOCATION.
ELECTRIC LIGHTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
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J. WICKELL,
Manager.

THE EUROPE HOTEL.

SINGAPORE.

DANCING AFTER DINNER
EVERY
MONDAY, WEDNESDAY AND SATURDAY.
TEA DANCES
TUESDAYS AND THURSDAYS.

The Hotel Orchestra under the Direction of
Mr. F. R. Martens.

Telephones in every Room.
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Telephone No. 2740 (9 lines).
THE EUROPE HOTEL LTD.
ARTHUR E. ODELL, Manager.

KINGSCLERE HOTEL MID-LEVEL.

KNUTSFORD HOTEL KOWLOON.

SACHSE, LENNOX & Co. General Agents
Are resident Managers.

PALACE HOTEL, KOWLOON.

Tel. No. 83. Tel. Add. "Palace."
Two minutes from Ferry and Railway Station. Five minutes by Ferry from Hongkong.
A first class Hotel in every respect and under English management.
Cuisine under personal supervision of the Proprietor.
Lounge, bar & Billiard room.
Tea and Mod. rate.
Special arrangements for families on application to
J. H. OXBERRY,
Proprietor.



SOLE AGENT,
MITSUI BUSSAN KAISHA, LTD.,
HONGKONG.

RIVER LEVELS.

As a guide to shipmasters and others interested in the water
levels of the river we have been requested by the Board of Con-
servancy Works of Kwangtung to publish the following table of
water levels. The levels are taken at 10 a.m. each day.

Place of Observation	Highest W. L. ever recorded Feet	Lowest W. L. ever recorded Feet	W. L. W. L. Aug. 15 Aug. 17 Feet Feet
Wuchow, West River	+ 9.50	-2.42	47.20
Kaungmoon, "	+ 14.70	-0.80	10.40
Linkongchow, North "	+ 37.00	0	9.00
Samahui, "	+ 27.25	-5.00	17.60
Sheklung, East "	+ 15.15	-0.98	2.90

TIDE TABLE.

19th. to 25th. Aug. 1922

Day	High Water Hongkong Mean Time	Low Water Hongkong Mean Time
19	5 40	6 1
20	6 33	7 1
21	7 15	7 58
22	8 45	9 15
23	9 25	10 25
24	10 6	11 35
25	10 58	12 45

PEAK TRAMWAYS CO., LTD.

TIME TABLE.

WEEK DAYS

6.00 a.m. to 8.00 a.m.	every 15 min.
8.30 a.m. to 11.30 a.m.	" "
11.30 a.m. to 1.30 p.m.	" "
1.30 p.m. to 4.00 p.m.	" "
4.00 p.m. to 5.15 p.m.	" "

NIGHT CARS.

8.30 p.m. to 8.00 p.m.	10 p.m.
8.30 p.m. to 11.30 p.m.	every 15 min.

SATURDAYS.

6.00 a.m. to 8.00 a.m.	every 15 min.
8.30 a.m. to 11.30 a.m.	" "
11.30 a.m. to 1.30 p.m.	" "
1.30 p.m. to 4.00 p.m.	" "
4.00 p.m. to 5.15 p.m.	" "

SUNDAYS.

6.00 a.m. to 8.00 a.m.	every 15 min.
8.30 a.m. to 11.30 a.m.	" "
11.30 a.m. to 1.30 p.m.	" "
1.30 p.m. to 4.00 p.m.	" "
4.00 p.m. to 5.15 p.m.	" "

NIGHT CARS.

8.30 p.m. to 8.00 p.m.	10 p.m.
8.30 p.m. to 11.30 p.m.	every 15 min.

SPECIAL CARS.

8.30 p.m. to 8.00 p.m.	10 p.m.
8.30 p.m. to 11.30 p.m.	every 15 min.

ENTERTAINMENTS.

THE CORONET

2.30, 5.15, 7.15 & 9.15

THE DEVIL TO PAY.

KOWLOON THEATRE

5.45 & 9.15 p.m.
CONSTANCE TALMADGE

IN "TWO WEEKS."

SUNDAY & MONDAY
THE KINGDOM OF YOUTH

Hongkong's Most Modern & Coolest Picture Palace.

5.15 and 9.15 p.m.

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The Story of an Independent Young Woman Who Said She Hated
All Men, But Merely Needed One Man To Make Love To
Her To Change Her Point Of View.

2.30 & 7.15 p.m.

JUNE CAPRICE & C. B. SEITZ in "THE SKY RANGER"

Episodes 10 and 11.

SUNDAY MATINEE 6 p.m.

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THE CAREER OF KATHERINE BUSH.

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FRIDAY 18th. to MONDAY 21st.

5.30 & 9.15 p.m.

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— IN —

"LUXURY."

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FREE FERRY TICKETS BOTH WAYS.

Open Daily 5.30 to 8.15 p.m. and 6 to 9 p.m.

Saturdays 2 to 9.15 p.m., 4.30 to 5.15 p.m. and 6 to 9 p.m.

SEE HAND BILLS.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELE-
GRAPH COMPANY, LTD.The following Unclaimed Tele-
grams are lying here:—

Mimito, from Shanghai.

Kiyoshi Mitsuyoshi Nihonso-
kai Miyoshikan, from Nagasaki.Kinsen steamer Glenbeg Ewo,
from Shanghai.Messagerie for Sunkingou
Chauveur Chinois Andrelebon,
from Shanghai.

3077 from Shanghai.

Makwai Pison Hotel, from
Peking.

9555, from Yokohama.

Wingcum Guinglee Victoria
street, from Yokohama.Luyimchin No. 7 Leungfai
Terrace, from Shanghai.Dongseungo Daddose Yelag-
choy, from Shanghai.

2514, from Peking.

Kwongshungchong, from Yoko-
hama.

Chinam, from Amoy.

Yatsun Tatsang, from Shang-
hai.Kockheingco Great Eastern
Hotel, from Amoy.

TH. KING.

Superintendent.

Hongkong, August 17, 1922.

EASTERN EXTENSION AUSTRAL-
IAN & CHINA TELEGRAPH CO.7700/13th. Abbey Kavalram,
from Bhat.6143/10th. Brangord Hietend
Co., from Saigon.3797/10th. Desperado, from
Liverpool.5569/10th. Dimnenski, from
Greenock.9631/16th. Dinshaw, from
Bilimora.

M. E. F. AIRY.

Superintendent.

Hongkong, August 18, 1922.

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